

**BICYCLE/PEDESTRIAN PLAN  
FOR THE  
MIDDLE GEORGIA REGION**

Prepared by

Middle Georgia Regional Development Center

Submitted to

Georgia Department of Transportation  
No. 2 Capitol Square, S.W.  
Atlanta, GA 30334-1002

March 2005

# ACKNOWLEDGEMENTS

The Middle Georgia Regional Development Center wants to specially thank and acknowledge the outstanding contributions made by the following individuals in the development of this report:

- Mayor John Reid, Chairman of the Middle Georgia Regional Planning Advisory Committee
- Middle Georgia Regional Planning Advisory Committee
- Milledgeville-Baldwin County Planning Advisory Committee Members
- Eatonton-Putnam County Planning Advisory Committee Members
- Eatonton Better Hometown Program, especially Bob Hooson and Shelagh Fagan
- Amy Goodwin, Georgia DOT State Bicycle & Pedestrian Coordinator
- Christa McKinney, Georgia DOT District 2 Planning & Programming Engineer
- Tom Queen, Georgia DOT District 3 Planning & Programming Engineer
- Mary Huffstetler, MPH and Associates, Inc.
- Tiffany Andrews, Middle Georgia RDC
- Rusty Haygood, Middle Georgia RDC
- Phil Clark, Middle Georgia RDC
- Diane Swain, Middle Georgia RDC
- Amy Saxton, Middle Georgia RDC
- Sandi Glore, Middle Georgia RDC

A very special thank you to Angie Rios from the Georgia Department of Motor Vehicle Safety and the work performed for the RDC on bicycle/pedestrian crash statistics.

Copies of the report can be obtained by submitting a written request to:

Mr. Phil Clark, Senior Planner  
Middle Georgia Regional Development Center  
175-C Emery Highway  
Macon, GA 31210

or by e-mail at [pclark@mrgdc.org](mailto:pclark@mrgdc.org).

The Bicycle and Pedestrian Plan for the Middle Georgia Region can also be accessed on the following website: [www.mrgdc.org/code/bicycle\\_ped\\_plan.html](http://www.mrgdc.org/code/bicycle_ped_plan.html).

**The Bicycle and Pedestrian Plan for the Middle Georgia Region was funded in part by the Georgia Department of Transportation and the Federal Highway Administration.**

# TABLE OF CONTENTS

	<u>Page</u>
<b>EXECUTIVE SUMMARY .....</b>	<b>vii</b>
<b>Interregional Bike and Shared-Use Trails System.....</b>	<b>vii</b>
<b>Marketing and Outreach Programs.....</b>	<b>ix</b>
<b>Safe Routes to School.....</b>	<b>ix</b>
<b>Milledgeville-Baldwin County Local Pilot Program.....</b>	<b>x</b>
<b>Eatonton-Putnam County Local Pilot Program.....</b>	<b>x</b>
<b>INTRODUCTION .....</b>	<b>1-1</b>
<b>Basis for Bicycle/Pedestrian Study .....</b>	<b>1-1</b>
<b>Focus of Middle Georgia Bicycle/Pedestrian Plan.....</b>	<b>1-2</b>
<i>Interregional Bike and Shared-Use Trail System .....</i>	<i>1-2</i>
<i>Accessibility to Downtown Areas.....</i>	<i>1-3</i>
<i>Marketing and Outreach Program .....</i>	<i>1-3</i>
<i>Safe Routes to School Programs.....</i>	<i>1-3</i>
<i>Pilot Local Bicycle/Pedestrian Plans .....</i>	<i>1-4</i>
<b>Public Outreach Efforts .....</b>	<b>1-4</b>
<b>EXISTING CONDITIONS ANALYSIS .....</b>	<b>2-1</b>
<b>Existing Bicycle/Pedestrian Policies .....</b>	<b>2-1</b>
<i>Federal Policies .....</i>	<i>2-1</i>
<i>Other National Policies .....</i>	<i>2-3</i>
<i>State of Georgia Policies .....</i>	<i>2-4</i>
<i>Local Policies.....</i>	<i>2-5</i>
<b>Existing Bicycle/Pedestrian Facilities.....</b>	<b>2-7</b>
<i>Regional Bicycle Facilities .....</i>	<i>2-7</i>
<i>Existing Pedestrian Facilities .....</i>	<i>2-9</i>
<b>Relationship of Transit Routes to Existing Bicycle/Pedestrian Networks .....</b>	<b>2-10</b>
<i>Vineville/Charter Hospital Route - #1 .....</i>	<i>2-11</i>
<i>Bellevue/Log Cabin/Zebulon Road Route - #2/2B.....</i>	<i>2-12</i>
<i>West Macon/Thomaston Road Route - #3.....</i>	<i>2-13</i>
<i>North Highland Route - #4 .....</i>	<i>2-15</i>
<i>Ocmulgee/Tom Hill/VA Hospital Route - #5/5B.....</i>	<i>2-16</i>
<i>Westgate/Bloomfield Route - #6.....</i>	<i>2-17</i>
<i>Macon Mall/Chambers Road Route - #9 .....</i>	<i>2-19</i>
<i>East Macon/Kings Park Route - #11 .....</i>	<i>2-20</i>
<i>Houston Avenue/Albert/Peach Orchard Route - #12/B/C .....</i>	<i>2-21</i>

<b>Relationship of Population Density to Existing Bicycle/Pedestrian Networks .....</b>	<b>2-22</b>
<b>Relationship of Open Space and Recreation Areas to Existing Bicycle/Pedestrian Networks .....</b>	<b>2-23</b>
<b>Relationship of Bicycle/Pedestrian Facilities to Tourism and Downtown Development .....</b>	<b>2-23</b>
<i>Tourism .....</i>	<i>2-23</i>
<i>Downtown Development .....</i>	<i>2-24</i>
<b>Bicycle/Pedestrian Safety in Middle Georgia Region .....</b>	<b>2-25</b>
<i>Bicycle Crash Statistics .....</i>	<i>2-25</i>
<i>Pedestrian Crash Statistics .....</i>	<i>2-26</i>
<i>Bicycle/Pedestrian Crash Analysis .....</i>	<i>2-26</i>
<i>Laws Regarding Bicycle and Pedestrian Safety .....</i>	<i>2-28</i>
<b>Inventory of Health/Fitness Programs Promoting Bicycle/Pedestrian Use in Middle Georgia Region.....</b>	<b>2-28</b>
<b>Inventory of Safe Routes to School Programs in Middle Georgia Region .....</b>	<b>2-29</b>

Tables

1 – Vineville/Charter Hospital Route - #1 .....	2-11
2 – Bellevue/Log Cabin/Zebulon Road Route - #2/2B.....	2-12
3 – West Macon/Thomaston Road Route - #3.....	2-14
4 – North Highland Route - #4 .....	2-15
5 – Ocmulgee/Tom Hill/VA Hospital Route - #5/5B .....	2-16
6 – Westgate/Bloomfield Route - #6 .....	2-18
7 – Macon Mall/Chambers Road Route - #9 .....	2-19
8 – East Macon/Kings Park Route - #11 .....	2-20
9 – Houston Avenue/Albert/Peach Orchard Route - #12/B/C .....	2-21

**NEEDS ASSESSMENT .....3-1**

<b>Federal/State/Local Policies .....</b>	<b>3-1</b>
<i>Federal and Other National Policies.....</i>	<i>3-1</i>
<i>State of Georgia Policies .....</i>	<i>3-2</i>
<i>Local Policies.....</i>	<i>3-2</i>
<b>Bicycle/Pedestrian Facilities Planning and Construction .....</b>	<b>3-3</b>
<b>Bicycle/Pedestrian Safety .....</b>	<b>3-3</b>
<b>Health and Fitness Programs Involving Walking and Bicycling.....</b>	<b>3-3</b>
<b>Safe Routes to School.....</b>	<b>3-4</b>
<b>Promotion of Bicycle/Pedestrian Facilities, Safety, Health and Fitness Programs and Safe Routes to School .....</b>	<b>3-4</b>
<b>Promotion of Quality of Life and Economic Benefit of Bicycle/Pedestrian Facilities....</b>	<b>3-4</b>

**VISION STATEMENT/GOALS, OBJECTIVES, AND PERFORMANCE MEASURES.....4-1**

**Bicycle/Pedestrian Facilities Planning and Construction ..... 4-1**  
**Bicycle/Pedestrian Safety ..... 4-3**  
**Health and Fitness Programs Involving Walking and Bicycling ..... 4-4**  
**Safe Routes to Schools ..... 4-5**

**Promotion of Bicycle/Pedestrian Facilities, Safety and Health and Fitness Programs and Safe Routes to School ..... 4-6**  
**Promotion of Quality of Life and Economic Benefit of Bicycle/Pedestrian Facilities.... 4-7**

**BICYCLE AND PEDESTRIAN FACILITIES PLANS FOR THE MIDDLE GEORGIA REGION.....5-1**

**Middle Georgia Service Area 6 Bicycle/Pedestrian Facilities Plan ..... 5-1**  
**Bibb County Bicycle/Pedestrian Facilities Plan ..... 5-4**  
**Houston County Bicycle/Pedestrian Facilities Plan..... 5-4**  
**City of Perry Bicycle/Pedestrian Facilities Plan ..... 5-5**  
**City of Byron Bicycle/Pedestrian Facilities Plan..... 5-5**  
**City of Milledgeville/Baldwin County Bicycle/Pedestrian Facilities Plan..... 5-5**  
**City of Eatonton/Putnam County Bicycle/Pedestrian Facilities Plan ..... 5-6**  
**Bicycle/Pedestrian Facility Guidelines..... 5-7**

Table

9a – Middle Georgia Service Area 6 Bicycle/Pedestrian Facilities Plan..... 5-8  
 9b – Bicycle/Pedestrian Facilities Plan-Bibb County Projects ..... 5-15

**IMPLEMENTATION STRATEGIES.....6-1**

**Regional Five-Year Implementation Strategy..... 6-1**  
*Bicycle/Pedestrian Facilities ..... 6-1*  
*Marketing/Outreach Programs..... 6-2*  
*Safe Routes to School..... 6-2*

**City of Milledgeville-Baldwin County Five-Year Implementation Strategy..... 6-3**  
*Bicycle/Pedestrian Facilities ..... 6-3*  
*Marketing and Outreach Programs..... 6-3*  
*Safe Routes to School..... 6-3*

**City of Eatonton-Putnam County Five-Year Implementation Strategy..... 6-4**  
*Bicycle/Pedestrian Facilities ..... 6-4*  
*Marketing/Outreach Programs..... 6-4*

**Known Constraints to Successful Implementation..... 6-5**

Table

10 – Regional Five-Year Implementation Strategy ..... 6-6  
11 – City of Milledgeville-Baldwin County Five-Year Implementation Strategy ..... 6-8  
12 – City of Eatonton-Putnam County Five-Year Implementation Strategy..... 6-10

**APPENDICES**

**MAPS**

# LIST OF APPENDICES

## Appendix

- 1 – Summary of Plans and Data Reviewed
- 2 – Regional Bike/Pedestrian Plan Planning Advisory Committee
- 3 – City of Milledgeville/Baldwin County Bike/Pedestrian Plan Planning Advisory Committee
- 4 – City of Eatonton/Putnam County Bike/Pedestrian Plan Planning Advisory Committee
- 5 – Minutes of Regional Bicycle/Pedestrian Planning Advisory Committee Meetings
- 6 – Minutes of Regional Bicycle/Pedestrian Plan Public Meetings
- 7 – Existing Sidewalk Network – City of Macon-Bibb County
- 8 – Existing Sidewalk Network – City of Gordon
- 9 – Existing Sidewalk Network – City of Hawkinsville
- 10 – Existing Sidewalk Network – City of Jeffersonville
- 11 – Existing Sidewalk Network – City of Roberta
- 12 – Existing Sidewalk Network – City of Milledgeville
- 13 – Existing Sidewalk Network – City of Eatonton
- 14 – Existing Sidewalk Network – City of Gray
- 15 – Windshield Sidewalk Survey
- 16a-c – Bicyclists Crashes, Injuries, Fatalities
- 17a-c – Pedestrian Crashes, Injuries, Fatalities
- 18 - Motor Vehicle Crashes
- 19 - Bicycle/Pedestrian Crash Analysis

# LIST OF MAPS

## Map

- 1 – Location Map
- 2 – Existing State Bike Route System
- 3 – Existing Bicycle Facilities – Macon/Bibb County
- 4 – Existing Sidewalk Network – City of Macon
- 5 – Existing Sidewalk Network – City of Gordon
- 6 – Existing Sidewalk Network – City of Hawkinsville
- 7 – Existing Sidewalk Network – City of Jeffersonville
- 8 – Existing Sidewalk Network – City of Roberta
- 9 – Existing Sidewalk Network – City of Milledgeville
- 10 – Existing Sidewalk Network – City of Eatonton
- 11 – Existing Sidewalk Network – City of Gray
- 12 – Macon Transit Authority Routes
- 12a - Bibb County Schools
- 12b - Houston County Schools
- 13 – Middle Georgia Service Area 6 Regional Bicycle/Pedestrian Five-Year and Long-Range Plan
- 14 – Bibb County Bicycle/Pedestrian Five-Year and Long-Range Plan
- 15 – Houston County Bicycle/Pedestrian Five-Year and Long-Range Plan
- 16 – City of Perry Bicycle/Pedestrian Five-Year and Long-Range Plan
- 17 – City of Byron Bicycle/Pedestrian Five-Year and Long-Range Plan
- 18 – Baldwin County Bicycle/Pedestrian Five-Year and Long-Range Plan
- 19 – City of Milledgeville Downtown-West Campus Connector
- 20 – Putnam County Bicycle/Pedestrian Five-Year and Long-Range Plan
- 21 – City of Eatonton Bicycle/Pedestrian Five-Year and Long-Range Plan
- 22 – City of Eatonton Sidewalk Improvement Plan

# EXECUTIVE SUMMARY

Prior to World War II, it was commonplace to see men, women, and children walk and ride a bicycle to their place of employment, school or favorite shopping area which was usually the downtown area. In most instances, these points of interest were a relatively short distance from where they resided. In the decades following World War II, a dramatic shift in where people lived, worked, and shopped took place. They were no longer in close proximity to each other, but rather separated by miles of asphalt, and the automobile became the preferred mode of transportation.

The changes in land use patterns and the reliance on the automobile has brought with it has had negative impacts on the quality of life of the general citizenry; including reduction in air quality, increased traffic congestion, a less active and healthy lifestyle and a general loss of neighborhood and community character and cohesiveness. It is understood that changes to these land use patterns and reducing our dependency on the automobile as a mode of transportation will take time. It must begin with an effective plan of action, and followed up with a partnership of local, state, and federal governments; residents; private business community; and other institutions and organizations willing to make a long-term commitment of financial and in-kind resources. The Georgia Department of Transportation has taken the first step in this process by contracting with each Regional Development Center (RDC) in the State to prepare a Regional Bicycle/Pedestrian Plan.

The Georgia Department of Transportation, though requiring certain elements in the Regional Plan, gave each RDC flexibility to focus on the subject areas that would generate the most interest and have the most impact on the particular region. With this in mind, along with research conducted by the RDC staff on available local and national bicycle/pedestrian plans and data, it was decided that the Middle Georgia Bicycle/Pedestrian Plan be focused on the following topics:

- ✚ Establishing a System of Interregional Bike and Shared-use Trails connecting major regional points of interest;
- ✚ Improving accessibility to the downtown areas in the region;
- ✚ Establishing supporting marketing/outreach programs;
- ✚ Establishing safe routes to school programs in several school districts; and
- ✚ Establishing two pilot local bicycle/pedestrian plans. The communities selected were Milledgeville-Baldwin County and Eatonton-Putnam County. Each of these communities contained attributes that would be enhanced by the establishment of a bicycle/pedestrian facility system, and each of communities appeared to have the initial public and private support to implement the recommendations from the Plan.

## Interregional Bike and Shared-Use Trails System

There are three State Bicycle Routes that have been identified in the Georgia Bicycle Pedestrian Plan that transverse the Middle Georgia region. Several 2' and 4' bike lanes have been provided along portions of these routes where road improvements have taken place. The remainder of the routes are shared-lane facilities where the bicyclist shares the roadway with vehicular traffic in the existing travel lane. Unless someone has in their possession a copy of the state bike route

map or goes to the Georgia Department of Transportation website, there is very little knowledge outside of the most avid bicyclist that such routes exist. There is no signage or other markings identifying to the motorist or bicyclist the location of these routes.

Presented in the Macon-Bibb County Bikeways and Pedestrian Plan are six existing bicycle routes; four are shared-lane, one is shared lane/bike lane, and the other is shared-use facility. Similar to the State Bike Route System, because there are no identifiable signs or markings on these routes, with the exception of the Ocmulgee Heritage Greenway and the bike lane on Napier Avenue, there is little knowledge in the community of the existence of these routes.

Most of the urban areas in the Middle Georgia region have an established sidewalk network. Specific data on these networks has been collected as a result of a RDC/DOT contract or through a windshield survey conducted by the RDC staff. In many sections of these community sidewalk networks, the condition of the pavement is considered either fair or poor; indicating the lack of a sidewalk maintenance program. There is usually few if any amenities provided to the pedestrian, particularly in the smaller urban areas. Connectivity from the downtown area to neighboring residential areas is excellent, and that is attributed to what was mentioned earlier about the importance placed on bicycle/pedestrian facilities prior to World War II. The existence of sidewalks outside of the older residential neighborhoods is minimal with the exception of Bibb County and Houston County, which have used SPLOST monies to fund the expansion of their sidewalk network.

The following principles guided the development of the Regional Bicycle-Pedestrian Plan:

- ✚ Begin with the three State bicycle routes and establish “spurs” off these routes to connect other major points of destination in the region and outside the region and to bypass hazardous sections of the routes; and
- ✚ Continue with a successful project, and build momentum from it to construct something similar in other areas.

The Regional Five-Year Implementation Strategy is focused on the following points:

- ✚ Establishing awareness of the presence of bicycle routes by both the bicyclists and the motorists.
  - Recommendation for signage every five miles in the rural areas and as needed in the urban areas;
- ✚ Expanding successful shared-use projects and taking advantage of their interest in these projects to begin new projects.
  - Continued development of Ocmulgee Heritage Trail;
  - Construction of shared-use trail path connector from Bass Road/I-75 to the extension of the Ocmulgee Heritage Trail; and
  - Planning and initial construction of the Rails-to-Trails project from Milledgeville to Macon.
- ✚ Supporting improvements to the existing pedestrian facilities, including improving access to the downtown areas.
  - GPS pedestrian facility assessments in Centerville, Forsyth and Fort Valley; and
  - Pedestrian facility and infrastructure improvement plans in the communities where the GPS assessments have been completed.
- ✚ Continued construction of sidewalks in City of Warner Robins and Houston County.

- ✦ Construction of Phase II and Phase III of the Greenway Project in the City of Warner Robins and Houston County.
- ✦ Construction of shared-use path in the City of Perry.
- ✦ Construction of new sidewalks in the City of Byron to improve access to their downtown area, park, and local schools.

## Marketing and Outreach Programs

The development of new bicycle and pedestrian facilities must be supported with effective marketing and outreach programs that concentrate on bicycle/pedestrian safety education and training, health and fitness programs, promoting of usage and developing an understanding and appreciation of the importance these facilities have on the communities in the Middle Georgia region. If the pendulum is to swing back to where there is a balance between the current mode of choice, the automobile, and the other alternative modes, such as the bicycle and walking, then a change of mindset must happen with the region's citizens. This can only happen with a consistent and informative marketing and education program.

The Regional Five-Year Implementation Strategy begins this process by recommending the following marketing and outreach programs:

- ✦ Establish bicycle and pedestrian safety programs, in cooperation with the local schools, local law enforcement agencies and insurance agents in those counties that are experiencing the highest number and rates of crashes and that do not have such a program currently in place;
- ✦ Establish a forum for local law enforcement officials to discuss bicycle and pedestrian safety laws and recommend new laws where necessary. It will be crucial that this communication take place early in the five-year program. The intent of this Plan is to get more citizens walking and riding a bicycle, but at the same time, they need to know bicycle and pedestrian laws and rules in order to reduce the risk of crashes and injuries.
- ✦ Establish health and fitness programs utilizing walking and riding bicycles in coordination with current providers. Where this is not possible or practical, the Planning Advisory Committee would be responsible for their establishment and implementation.
- ✦ Prepare and distribute brochures that generate an understanding and appreciation of the importance of bicycle/pedestrian facilities on the region's economy, environment, and overall quality of life.
- ✦ Establish a regional bicycle/pedestrian plan website.

## Safe Routes to School

In discussions with local school officials on their existing transportation policies, where their students reside in comparison with the location of the school they attend, and feedback they have heard from parents regarding student safety, it became very apparent that most of the school

systems in the Middle Georgia region would not be good candidates for a Safe Routes to Schools program at this time. With this information in mind, the best opportunities for the establishment of pilot Safe Routes to School programs in the Middle Georgia region are in Bibb County and Houston County, the two largest and predominately urban systems in the region and where there is still a semblance of a neighborhood school concept that would lend itself to a student walking and bicycling program. The Majority to Minority transfer program in effect in Bibb County, however, does dilute this neighborhood school concept, but there is a sufficient school age population residing within a mile of many of the schools that still makes the Bibb County school system a viable candidate for a SRS program.

## Milledgeville-Baldwin County Local Pilot Program

The Five-Year Implementation Strategy, as recommended by the Milledgeville-Baldwin County Planning Advisory Committee, included the following facility and marketing/outreach projects:

- ✚ Design and construction of Phase I of the Oconee River Greenway;
- ✚ Design and construction of the Downtown-West Campus Connector;
- ✚ Planning and initial construction of the Rails-to-Trail between Milledgeville and Macon;
- ✚ Preparation of pedestrian facility and infrastructure improvement plans for the City of Milledgeville;
- ✚ Focus marketing and outreach programs on the two signature projects—Oconee River Greenway and Downtown-West Campus Connector—and its primary users of these facilities; students of Georgia College and State University and Georgia Military College and tourists and visitors to Milledgeville; and
- ✚ Establish a local bicycle/pedestrian plan website.

## Eatonton-Putnam County Local Pilot Program

The facility and marketing/outreach programs as recommended by the Eatonton-Putnam County Planning Advisory Committee in the Five-Year Implementation Strategy are as follows:

- ✚ Sidewalk/shared-use path from the Courthouse Square/Jefferson Street to Hwy 16/Hwy 44 split in the City of Eatonton;
- ✚ Shared-use path from Hwy 16/Hwy 44 split in the City of Eatonton to I-20 in Greene County;
- ✚ Sidewalk improvement program in downtown Eatonton and surrounding neighborhoods;
- ✚ Bike lane along Hogan Industrial Boulevard and Industrial Boulevard to provide access to the community's major industrial park; and
- ✚ Installation of bike racks in the downtown area.
- ✚ Establish bicycle/pedestrian safety and training programs in coordination with the local law enforcement officials, school officials, and insurance agents;
- ✚ Establish health and fitness programs involving bicycling and walking;

- ✚ Partnering with the Eatonton-Putnam County Chamber of Commerce, the Greene-Morgan-Putnam Marketing Group, and the Historic Piedmont Scenic Byway Commission in promoting the understanding and appreciation of the importance such facilities have on the local and regional economy, environment, and overall way of life for the citizens of Eatonton-Putnam County.

# INTRODUCTION

## Basis for Bicycle/Pedestrian Study

Riding a bicycle and walking as mode of transportation to work, shopping, school, and other destinations was commonplace prior to World War II. At that time, residences were in close proximity to where workplaces, shopping areas, and schools were located. In addition, due to the Depression, WWII and other factors, the automobile had not yet made its impact on the American family and the development patterns of local communities. To reach the workplace, school, and downtown area, the only means of travel was usually by bicycle or by foot, or by bus in the urban area. Towns and villages usually made it convenient and safe to walk by constructing sidewalks that connected points of interest.

After World War II, a dramatic shift occurred in living patterns and mode of transportation. Because of the availability of monies for veterans to build new homes and for communities to extend infrastructure (water, sewer, roads, etc), there were opportunities for families to move from the urban areas to the suburbs. The exodus of residences was soon followed by the construction of new schools and commercial areas to serve this new population. The automobile, because of the individual freedom it gave, became the transportation mode of choice. These two trends, along with the development of regulations that encouraged the segregation of land uses and discouraged the construction sidewalks and bike paths, had an enormous impact on the local land use patterns and the desirability to walk or ride a bicycle to various points of interest.

These changes to local land use patterns and dependency on the automobile as the primary source of transportation have had major impacts on the local communities and its residents. These impacts include the reduction in air quality, an increase in traffic congestion and commute time, and a less active and healthy lifestyle that results in a greater prevalence of obesity and other health issues.

It is obvious that the change in land use patterns and the dependence on the automobile will not change overnight. As described above, it has taken several generations for the pendulum to swing from one side to the other. It would seem that a realistic approach in the long-term would be to move the pendulum back to a more centralized location. This is where bicycle and pedestrian travel takes on greater importance, but not necessarily a dominant transportation option, and where more efficient land use patterns and livable communities become more of the rule rather than the exception. This scenario is beginning to take place in the State of Georgia due in large part by a partnership between residents, government agencies, private developers and other organizations and institutions to promote and implement quality growth strategies in their communities. The Georgia Department of Transportation is part of this partnership through the development of regional bicycle/pedestrian plans.

The Georgia Department of Transportation has included as a major element in its contract with the regional development centers in the State of Georgia the development of a regional bicycle/pedestrian plan. It is Georgia DOT's desire that from the development and implementation of these plans will derive the following benefits:

- ✚ Improved transportation accessibility and choice;
- ✚ Reduction in traffic congestion through a greater reliance on the bicycle and walking as mode of transportation to work, shopping, school, etc., and more efficient land use and development patterns that incorporates this mode of transportation and in turn leads to a more livable community;
- ✚ Improved air quality as a result of more residents desiring to walk or ride a bicycle to their points of destination instead of using their automobile for such trips; and
- ✚ Healthier and more active lifestyle among children and adults resulting from a more frequent use of the bicycle and walking.

Though Georgia DOT has given the regional development centers flexibility on the organization and content of the regional bicycle/pedestrian plan to reflect the specific needs and issues of that region, there are, however, required elements that must be included in each plan, and they are:

- ✚ Existing Conditions Analysis;
- ✚ Needs Assessment;
- ✚ Vision Statement, Goals, Objectives, and Performance Measures;
- ✚ Bicycle/Pedestrian Facilities Plan; and
- ✚ Implementation Strategy.

## Focus of Middle Georgia Bicycle/Pedestrian Plan

When conducting a study of this magnitude, it is important to first conduct extensive research on the other plans and data that has been compiled locally and nationally on bicycle/pedestrian planning. A summary of the plans and data reviewed is outlined in Appendix 1. It is also critical to concentrate on subject areas that can generate the most interest, both initially and in the long-term, and also have the most impact on the region. It is for this reason and also on the research of the available plans and data, that it was decided to focus the Middle Georgia Bicycle/Pedestrian Plan on the following topics:

- ✚ Establishing a System of Interregional Bike and Shared-Use Trails connecting major regional points of interest;
- ✚ Improving accessibility to the downtown areas in the region;
- ✚ Establishing supporting marketing/outreach programs;
- ✚ Establishing safe routes to school program in several school districts; and
- ✚ Establishing two pilot local bicycle/pedestrian plans.

### *Interregional Bike and Shared-Use Trail System*

Map 1 illustrates the location of the Middle Georgia region. Within the eleven counties that comprise the region, there are significant points of interest, including employment centers, regional parks and recreation facilities, existing and proposed scenic byways, lakes, colleges and universities, downtown areas, etc. that present an opportunity to connect them with an interregional bikeway system. Establishing such a system would provide the resident and his/her family an alternative to the automobile when traveling to these sites, much needed exercise, relaxation and fun, and a different perspective of the region that can only be enjoyed by riding a

bicycle. It is also important to note that the Middle Georgia RDC staff has coordinated with the staff of the surrounding regional development centers to insure the continuation of the recommended bikeway system into these regions. This opens up other important points of interest outside the region to the bike traveler.

There are several shared-use trail systems where sections have been constructed and expansions are planned, and they are in the planning stages. These existing or planned shared-use trails are part of a greenway along a major river or stream, part of a proposed highway widening project, or a rails-to-trails project. These trail systems are intended to not only connect regionally significant points of interest, but also create an atmosphere for the bicyclist and pedestrian that cannot be enjoyed or appreciated in any other setting.

### *Accessibility to Downtown Areas*

In every area of the Middle Georgia region, there has been significant activity to revitalize the downtown areas and restore them to their rightful place as important focal points in the community. Many of the communities in the Middle Georgia region have either been designated as part of the Main Street or Better Hometown programs. Those that are not part of these programs are taking steps to better position themselves for designation. One of these steps is to make their downtown areas more bicycle and pedestrian friendly. In a number of instances, a large majority of the population lives within a mile or mile and one-half of the downtown area. By providing an attractive and safe sidewalk system between these residential areas and the downtown, more residents would have an incentive to walk rather than take their automobile. Reducing the number of automobiles in the downtown area would mean less space needed for parking, thus opening up this land for open space and other amenities.

### *Marketing and Outreach Program*

The Middle Georgia region is littered with local bicycle/pedestrian plans that have not been implemented. One reason these plans were not implemented was there were no supportive marketing and outreach programs: (1) to generate interest and build support for the project; (2) to change the mindset of residents that there are alternatives to automobile and walking and riding a bicycle are good for their health; (3) to improve safety and security for the bicyclist and pedestrian; and (4) to demonstrate to community leaders that constructing bicycle and pedestrian facilities provide important economic benefits and an important tool to attract new residents and businesses to the area.

It has always been the intent to move directly from the Plan to the implementation stage. To avoid a repeat of past failures, marketing and outreach strategies will be included in the Middle Georgia Bicycle/Pedestrian Plan.

### *Safe Routes to School Programs*

In 1969, according to the Federal Highway Administration, about half of all children ages 5-18 either walked or rode a bike to school. By 2001, 85 percent of all children between the ages of 5-15 were chauffeured to school by either a parent or a bus driver (Planning, Georgia Planning

Association, May 2003). The journey from home to school for those who desire to walk or ride a bike has become more dangerous due to increased traffic, the scarcity of sidewalks, crosswalks and bike paths, concern over strangers that could harm the children, and the change in locating new schools away from the neighborhood school concept.

The Safe Routes to School concept that began in Europe and is now an international program, including several areas in the United States, is a response to this trend. It is “an attempt to overcome the physical and psychological barriers between home and school and give children (and their parents) more freedom and a healthier lifestyle” (Planning, May 2003). This plan will examine existing safe routes to school programs in the Middle Georgia region and set forth strategies to expand this concept.

### *Pilot Local Bicycle/Pedestrian Plans*

The next logical step after the regional planning effort is to focus on individual cities and counties and prepare a study that is tailored to local needs. These studies would concentrate on:

- ✦ New bicycle routes, shared-use trails, and sidewalks connecting the downtown area, schools, employment centers, and other activity centers;
- ✦ Local marketing and outreach programs to increase bicycle ridership, improve bicycle and pedestrian safety, and promote the health and fitness by walking and bicycling; and
- ✦ Examining the potential for the implementation of a Safe Routes to School program.

Rather than approaching every community at once, it is best to start small, test the process, and focus on areas which have the greatest chance of implementing the recommendations. With this in mind, two pilot communities were selected--Milledgeville-Baldwin County and Eatonton-Putnam County. Each have certain attributes that lend themselves well to the establishment of bicycle/pedestrian facilities--regional lakes (Sinclair and Oconee), colleges and universities (Georgia College and State University and Georgia Military), a designated scenic by-way (Historic Piedmont-SR 16 in Putnam County), active downtown development programs (Main Street and Better Hometown), and established historic preservation and greenway initiatives, including the Oconee Greenway Authority. The Regional Plan includes the bicycle/pedestrian facility plans and the implementation strategies for these areas.

## Public Outreach Efforts

The public outreach strategy began with the establishment of the Regional Planning Advisory Committee (PAC). The Regional PAC included: (1) representatives from local government, including parks and recreation departments; (2) representatives from local school districts, area colleges/universities, and technical colleges; (3) representatives from business and development community (chambers of commerce and Main Street/Better Hometown Programs, New Town Macon); (4) all the bicycle dealers in the region; (5) representatives from the Macon Area Transportation Study and the Warner Robins Area Transportation Study; (6) representatives from the Georgia DOT central and district offices; (7) representatives from the local health departments and health and fitness advocates; (8) representatives from greenway authorities; (9) representatives from the handicapped community; and (10) representatives from the bicycle

clubs in the region and other bicycle advocates. The intent was to create a good cross-section from all segments that would support quality bicycle/pedestrian planning and be active in the plan's implementation. The Regional PAC held three meetings; the kickoff presentation in January 2004, a presentation on the plan recommendations in June 2004, and a presentation on the five-year implementation strategies in September 2004.

Most of the work of the PAC was conducted by four subcommittees, each representing the major focus areas of the regional plan--interregional bike and shared-use trails, downtown access, marketing and outreach, and safe routes to school. Each of the subcommittees held at least three meetings during the planning process with the interregional bike and shared-use trails subcommittee holding the most, a total of six in that time span. Recommendations from these subcommittees were presented to the Regional PAC for appropriate action.

Input on the Baldwin and Putnam Counties bicycle/pedestrian plans was obtained through local planning advisory committees. Like the Regional PAC, there was representation from all of the important local stakeholder groups. The local PACs were extensively involved in making the decisions on new bicycle/pedestrian facilities and marketing and outreach programs and in developing the five-year implementation strategies. There were five meetings of the Milledgeville-Baldwin County PAC, while the Eatonton-Putnam County PAC met four times. In addition, field surveys were conducted by members of each local PAC to gain a better perspective on the types and location of the facilities recommended.

Public meetings were held on March 25, 2004 and October 12, 2004 to present the recommendations of the Regional PAC and to solicit input on those recommendations. Announcements of the public meetings were sent to the local chambers of commerce, cities and counties in the region, local health departments and Department of Family and Children Services offices, the news media, and the Regional PAC members. The local Chambers were asked to post the announcement and widely distribute it to their membership. Cities and Counties were also asked to post the announcement and circulate it to the members of the City Council, County Commission, staff, and clients they serve. County health departments and DFCS offices were requested to post the announcement and make it known to their clients. This announcement focused on the plan's objective to improve the health and fitness of the region's citizens by encouraging them to walk or ride a bicycle in their neighborhood. The news media was asked to place the attached public service announcement in the newspaper or broadcast it over the air as much as possible. Finally, the Regional PAC members were given the task to advertise the meeting in the following manner:

- If you represent a school district, please make this available to all the schools in your district so the students can take this home to their parents.
- If you represent a college or university, please make this available to your students, staff, and faculty.
- If you represent a bicycle/pedestrian association, please make this available to your members either by mail or internet.
- If you own a bike store, please make it available to your customers.
- If you represent a city or county government, please make it available to the members of city council/board of county commissioners, staff, and clients you serve. If your community has a media/cable outlet, please have this announcement posted on that outlet.

- If you represent a public health department or other health/fitness organization, please make it accessible to your clients.
- If you represent a Better Hometown and Main Street program, please make it available to your members and downtown merchants.
- If you are not a member of any of the above groups, please do what you can to get this notice out in your community.

These means of advertising brought out a large number of citizens at both public meetings where there was an excellent exchange of ideas and comments and a real desire among the attendees to work effectively to implement the plan recommendations and not to leave the plan “sitting on the shelf.” The attendees were asked to submit their comments on “We Want Your Comments” forms that were included in the handouts at the meeting. Some of the general comments that were expressed during the two public meetings were as follows:

- + Reconsider shared-use trails as being a connected system like that of bicycle routes.
- + Establish “second-tier routes” where possible in residential areas to provide access to the regional connected system.
- + To bring plan to reality must include changes in local ordinances and local/state transportation plans that promote bicycle/pedestrian access and a strong commitment to financing these plans.
- + Move the implementation of the bicycle/pedestrian website from 2006 to 2005 in order to gather support early and provide needed information to the general public.
- + Support of education and outreach programs and importance of placing signage on the proposed routes initially to help motorists be aware of potential bicyclists on the road.
- + Need to have Georgia DOT as an active partner in the implementation process, including a commitment to fund the recommendations in the Plan.
- + Importance to garner support of local elected officials.
- + Establish a discussion board for bicycle/pedestrian issues.

The list of the Regional and Local Planning Advisory Committees’ members and the minutes of the Regional PAC and public meetings are presented in Appendices 2-6. Responses to an interactive exercise where public meeting participants were asked to complete a walkability and bikeability checklist developed by the Pedestrian and Bicycle Information Center can be found in Appendix 7.

# EXISTING CONDITIONS ANALYSIS

This chapter of the report includes a discussion of the following topics:

- ✚ Existing Bicycle/Pedestrian Policies
- ✚ Inventory of Existing Bicycle/Pedestrian Facilities
- ✚ Relationship of Transit Routes to Existing Bicycle/Pedestrian Networks
- ✚ Relationship of Population Density to Existing Bicycle/Pedestrian Networks
- ✚ Relationship of Open Space Recreation Areas to Existing Bicycle/Pedestrian Networks
- ✚ Inventory of Existing Bicycle/Pedestrian Facilities Plans
- ✚ Accessibility to Downtown Areas
- ✚ Bicycle/Pedestrian Safety
- ✚ Inventory of Health/Fitness Programs Promoting Bicycle/Pedestrian Use
- ✚ Inventory of Safe Routes to School Programs

This analysis will be used to formulate the needs assessment that will be the focal point of the next chapter.

## Existing Bicycle/Pedestrian Policies

This section will review recent policies set by the U.S. Government through the Federal Highway Administration, National Highway Traffic Safety Administration, and the Center for Disease Control; national transportation organizations, such as, the American Association of Highway and Transportation Officials (AASHTO); the State of Georgia through the Georgia Department of Transportation; and the local governments in the Middle Georgia region on bicycle/pedestrian matters. It is through this review, that an understanding will be gained on the priorities placed by these levels of governments on the bicycle/pedestrian issues, and the deficiencies that exist in these policies that inhibit the expansion and promotion of this transportation mode.

### *Federal Policies*

Under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Federal spending on bicycle and pedestrian improvements increased from \$4 million annually to an average of \$160 million annually. The passage of the Transportation Equity Act for the 21<sup>st</sup> Century in 1996 not only saw a continuation of the additional monies for bicycle and pedestrian improvements but also a change in philosophy on the importance of bicycle and pedestrian facilities. TEA-21 is the act that calls for the mainstreaming of bicycle and pedestrian projects into the planning, design, and operation of the nation's transportation system. Quoting from the Act itself:

- ✚ Bicyclists and pedestrians shall be given “due consideration” in the comprehensive plans developed by each metropolitan planning organization and State-Section 1202(a).
- ✚ Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction and

- ✦ transportation facilities, except where bicycle and pedestrian use are not permitted-Section 1202(a).
- ✦ Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians-Section 1202-(a).

In 1999, the Federal Highway Administration prepared a document titled “Bicycle and Pedestrian Provisions of the Federal Aid Program” that is based on this new philosophy contained in TEA-21. It states:

- ✦ “Due consideration” of bicycle and pedestrian needs should include, at a minimum, a presumption that bicyclists and pedestrians will be accommodated in the design of new and improved transportation facilities.
- ✦ In the planning, design, and operation of transportation facilities, bicyclists and pedestrians should be included as a matter of routine, and the decision not to accommodate them should be the exception rather than the rule.
- ✦ FHWA will:
  - Encourage the development and implementation of bicycle and pedestrian plans as part of the overall transportation planning process.
  - Promote the availability and use of the full range of streamlining mechanisms to increase project delivery.
  - Help coordinate the efforts of Federal, State, and metropolitan and other relevant agencies to improve conditions for bicycling and walking.

In addition to preparing the above document, the Federal Highway Administration has demonstrated its leadership, direction, encouragement and support of bicycling and walking in array of other accomplishments, such as:

- ✦ Preparation of the National Bicycling and Walking Study and subsequent five- and ten-year status reports;
- ✦ Production of substantial literature-research reports, fact sheets, design and sign guides, manuals, brochures, training materials, etc. on bicycling and walking available on the U.S. Department of Transportation’s Website;
- ✦ Sponsoring of the Pedestrian and Bicycle Information Center--an information clearinghouse about health and safety, engineering, advocacy, education and enforcement operated by the University of North Carolina Highway Safety Research Center, in cooperation of the Association of Pedestrian and Bicycle Professionals;
- ✦ Development of a comprehensive multi-year bicycle and pedestrian research program designed to apply existing knowledge in the field;
- ✦ Established strong relationships with State Department of Transportation bicycle and pedestrian coordinators, American Association of State Highway and Transportation Officials (AASHTO) and the Institute of Transportation Engineers; and
- ✦ Increased the awareness and attention to pedestrian issues through a range of activities, such as, the Pedestrian Safety Road Show, support of the Safe Routes to School Program and annual Walk to School Day, publication of Spanish-language pedestrian safety materials, and the collaboration with health promotion and injury prevention communities.

(National Bicycling and Walking Study Ten-Year Status Report, FHWA, October 2004)

The National Highway Traffic Safety Administration (NHTSA), another agency under the U.S. Department of Transportation, has also provided considerable support to the promotion of

bicycle and pedestrian transportation accessibility, use and safety. In September 2002, the NHTSA published the *Safe Routes to School Toolkit*. The toolkit provides local school systems the resources necessary to establish a successful safe routes to school program, and activities that can be utilized in the classroom to reinforce efforts on the ground. The *Resource Guide of Pedestrian and Bicycle Safety Laws*, funded by the NHTSA's Office of Research and Traffic Records, is an annotated database of existing and model laws related to bicycle and pedestrian safety. The Guide contains three key provisions:

- ✚ Uniform Vehicle Code - designed to compare specific provisions from one or more states;
- ✚ Existing State Laws and Local Ordinances - State and municipal ordinances not included in the UVC but considered to have a positive effect on pedestrian and bicycle safety; and
- ✚ Model Laws and Ordinances - Sample legislation for seven laws and ordinances based on research into crash causation.

The Center for Disease Control (CDC) has conducted numerous studies on the importance of having a regular physical activity program. The most recent emphasis has been the lack of physical activity among the youth and its related impact to their health and physical well-being. The CDC staff have held numerous presentations and workshops to bike/pedestrian and planning groups throughout the country on the importance of providing bicycle and pedestrian facilities from a health and fitness perspective.

### *Other National Policies*

The American Association of Highway and Transportation Officials (AASHTO), in 1999, published a document entitled *Guide for the Development of Bicycle Facilities*. In the Introduction of this report it states: "all highways, except those where cyclists are legally prohibited, should be designed and constructed under the assumption that they will be used by cyclists. Therefore, bicycles should be considered in all phases of transportation planning, new roadway design, roadway reconstruction, and capacity improvement and transit projects." (AASHTO, 1999, p. 1) A similar guide is currently being produced by AASHTO for pedestrian facilities.

The Safe Routes to School Initiative is a national program that has gained considerable attention in recent years. Concern over the health and well-being of our nation's children and the need to improve safety and reduce traffic congestion and air pollution in the vicinity of the schools has prompted parents, community leaders, and representatives from local, state, and federal government to come together to form local SR2S programs. Successful SR2S initiatives that have been established in the United States usually include the following:

- ✚ Walkability and bikeability audits of the safety of streets around schools;
- ✚ Programs to improve sidewalk conditions near the schools;
- ✚ Use of traffic calming devices to slow traffic and give pedestrian priority;
- ✚ Programs that educate children on walking and biking safety and challenge them to walk and bike often;
- ✚ "Walking School Buses" in which one or two parents or volunteers escort a group of children on the walk to school;
- ✚ Increased traffic enforcement around schools;

- ✚ School construction that includes renovation and improvement of existing schools and locating new schools to reduce walk and avoid major traffic threats; and
- ✚ Cooperation between school officials, law enforcement officials, and transportation planners.

(Walktoschool-usa.org website maintained by the Pedestrian and Bicycle Information Center)

As was described earlier, the U.S. Department of Transportation through the Federal Highway Administration and the National Highway Traffic Safety Administration along with the Center for Disease Control have been active proponents of the SR2S movement. These agencies have produced numerous documents, guides, toolkits, and other published materials for public use, and, as with the U.S. DOT, have funded improvements to improve safety and reduce congestion near the schools. The U.S. Environmental Protection Agency is also involved in the SR2S program by way of its interest to improve air quality both near the schools and in the entire community. Cities and counties that have been designated as non-attainment by EPA for certain ambient air quality standards should be strongly encouraged to include SR2S programs in their Transportation System Management (TSM) Programs.

### *State of Georgia Policies*

In August 1995, the State Transportation Board adopted several goals to guide the development and implementation of a statewide bicycle and pedestrian system, and they are:

- ✚ Promote non-motorized transportation as a means of congestion mitigation;
- ✚ Promote non-motorized transportation as an environmentally friendly means of mobility in regions where air quality non-attainment has become an issue;
- ✚ Promote connectivity of non-motorized facilities with other modes of transportation;
- ✚ Develop a transportation network of primary bicycle routes throughout the state to provide connectivity or intrastate and interstate bicycle travel.
- ✚ Promote establishment of U.S. numbered bicycle routes in Georgia as part of a national network of bicycle routes; and
- ✚ Encourage economic development opportunities that enhance bicycle and pedestrian facilities.

The State Transportation Board approved the Georgia Bicycle and Pedestrian Plan on August 21, 1997. This Plan includes 14 numbered routes totaling 2,943 miles; three of these routes pass through the Middle Georgia region.

As a result of funds received by the U.S. Department of Transportation, the Georgia Department of Transportation has employed a Statewide Bicycle/Pedestrian Coordinator. The responsibilities of the Coordinator include assisting with the implementation of the Bicycle and Pedestrian Plan; working with local governments to assure planned bicycle and pedestrian facilities are designed in conjunction with proposed roadway projects; and coordinating with the Regional Development Centers in the development and implementation of the regional bicycle/pedestrian plans.

The Georgia Department of Transportation recently completed the *Pedestrian and Streetscape Guide*. The primary focus of the guide is to “encourage good planning, design and engineering

practices related to pedestrian facilities. The guide also addresses a few important construction, ongoing maintenance and operational aspects related to pedestrian facilities.” (Otak, Inc., 2003) At the end of this document, a Resource Guide is provided that includes a comprehensive list of sources of information related to pedestrian planning and design, as well as, sources related to pedestrian education and enforcement.

At the present time, Georgia DOT does **not** dedicate funds exclusively for physical bicycle and pedestrian improvements. Georgia DOT has internal procedures that incorporate bicycle and pedestrian-friendly elements into programmed improvement projects on the Statewide Bike System or in local/regional bicycle and pedestrian plans.

The Georgia Division of Public Health has recently developed a new initiative to reduce cardiovascular disease death and disability in the state called the Georgia Cardiovascular Health Initiative. The strategies of this initiative are:

- ✦ Make policy and environmental changes that will increase access to physical activity and healthy eating;
- ✦ Build partnerships with community organizations and leaders;
- ✦ Provide training opportunities for health districts and local partners; and
- ✦ Give priority to those populations at highest risk for CVD.

(Division of Health Website)

An example of an environmental change presented in the Division of Health’s website pertaining to this initiative is “build walkable communities with sidewalks, bike paths, and outdoor lighting.” An example of a policy change cited is “allocate funding that supports physical activity (safe sidewalks, parks, walking trails, and educational campaigns).”

## *Local Policies*

With the exception of a few instances, the Middle Georgia region is void as it relates to policies for bicycle and pedestrian transportation. There are, however, two rays of light in this sea of darkness, and these can be used as examples for other communities in Middle Georgia to follow.

The first policy of note is an amendment to the Jones County Subdivision Regulations. This amendment, adopted in December 2000, requires the construction of sidewalks in new subdivisions with certain stipulations. In the R-R, R-1, and R-MH zoning districts, sidewalks are to be provided on one side of the street and are not required if the average lot size in the subdivision is over two acres. In the R-2 District, sidewalks are required only on one side of the street, whereas in the R-3 District, sidewalks must be constructed on both sides of the street. The Subdivision Regulations were amended again in September 2002 to provide minimum design standards for these subdivision sidewalks. This is an excellent first step in promoting internal pedestrian travel and encouraging people to exercise and get acquainted with their neighbors; a throwback to the way it was during Pre-WWII era where subdivisions with sidewalks were commonplace. To make these pedestrian paths truly effective is to link them with a countywide system of paths and trails. With the County’s comprehensive plan soon to be updated, it is hoped that such linkage can be recommended and subsequently implemented.

The second example is actually a visioning process that was embarked by the Macon-Bibb County Planning and Zoning Commission as part of the community's update to their comprehensive plan. Using The Visual Preference Survey™ and questionnaire developed by A. Nelessen Associates, Inc., respondents (1,279 participated) provided the Planning and Zoning Commission with guidance on what they would like to see Bibb County's urban, suburban, and rural areas become over the next 20 years. Below are bicycle/pedestrian guidelines and policy recommendations that resulted from this survey.

### **Downtown Macon**

- ✦ Sidewalks wide enough to accommodate projected pedestrian traffic;
- ✦ Pedestrian furniture, such as benches, trash baskets, planters, etc.;
- ✦ Street trees and on-street parking to provide protection;
- ✦ Pedestrian-scaled light fixtures;
- ✦ Textured sidewalks;
- ✦ Parks and plazas must include pedestrian furniture and pedestrian-scaled lighting;
- ✦ Walkways within parks and plazas should be wide enough to accommodate several persons abreast;
- ✦ Map pedestrian "sheds;"
- ✦ Reassess if the bus stops are serving existing and future concentrations of pedestrians.

### **Neighborhoods**

- ✦ Neighborhood streets should include sidewalks along both sides of the street; traffic calming where possible.
- ✦ Neighborhood centers should include pedestrian amenities including crosswalks, lighting, and furniture.
- ✦ Neighborhood commercial development should have front commercial buildings with sidewalks and pedestrian amenities including lighting and furniture, etc.
- ✦ Neighborhood pedestrian realms should include sidewalks on all streets wide enough to accommodate projected pedestrian flow; pedestrian furniture such as benches, trash baskets, planters, etc; street trees and on-street parking to provide protection; pedestrian-scaled lighting fixtures; and stamped or textured crosswalks.
- ✦ Neighborhood parks and open space should include pedestrian furniture and pedestrian-scaled lighting and be pedestrian friendly and safe.
- ✦ A wide range of mobility alternatives should be made available to neighborhoods including walkability and bicycle transit.

### **Rural/Suburban Areas**

- ✦ Suburban commercial streets should include boulevards and super boulevards with appropriate street trees, lighting and sidewalks; and promote pedestrian amenities including crosswalks, lighting and furniture.
- ✦ Rural/Suburban realms should include sidewalks on all streets wide enough to accommodate projected pedestrian flow; pedestrian furniture such as benches, trash baskets, planters, etc. in commercial areas; street trees and on-street parking to provide protection; continuous awnings in commercial areas to provide protection; and pedestrian-scaled lighting fixtures.
- ✦ Rural/Suburban parks and open space should include pedestrian furniture and pedestrian-scaled lighting and be pedestrian friendly and safe.

✚ Rural/Suburban mobility alternatives should be made available including walkability and bicycle transit.

( A. Nelessen Associates, Inc., 2004)

## Existing Bicycle/Pedestrian Facilities

The following section presents an inventory of the existing bicycle and pedestrian facilities in the Middle Georgia region.

### *Regional Bicycle Facilities*

There are two major bicycle networks located in the Middle Georgia region; the State Bicycle Routes as identified in the *1997 Georgia Bicycle and Pedestrian Plan* and those identified in the *Macon-Bibb County Bikeways and Pedestrian Plan*.

### **Georgia Bike Routes**

There are three routes on the approved State Bike System that transverse the Middle Georgia region. The sections of these routes that pass through Middle Georgia are illustrated on Map 2.

The first route is **#15 - Central Route Corridor** that begins in Cobb County at Georgia 243 and terminates in Echols County and the Florida border on U.S. 41. Route #15 enters the Middle Georgia region on U.S. 41/GA 18 at the Monroe County/Lamar County line. It proceeds southeast to the City of Forsyth. From there, it continues along Highway 41 to Bibb County where it takes a short jog along Rivoli Drive and a small section of Tucker Road. It then turns back onto Highway 41 along a heavily congested area through the City of Macon, south Bibb County, and into Houston County and through the City of Perry. When it leaves the City of Perry south of the Ag Center, Route #15 enters a rural area with little traffic until it reaches the Dooly County line.

The second route is **#35 - March to the Sea Corridor**. This corridor commences in Walker County at the Tennessee State Line. It then proceeds south through the Georgia mountains and into the fastest growing areas of the Atlanta region. It finally reaches the Middle Georgia region at the Putnam County/Morgan County line on U.S. 129/441. Route #35 continues through the City of Eatonton to the intersection of the bypass. From there, it marches south along Highway 129 until its intersection with Georgia Highway 212. It continues on Georgia Highway 212 for approximately 12.9 miles where Georgia Highway 212 intersects Georgia Highway 22 near the City of Milledgeville. It then follows Georgia Highway 22/24 through the City of Milledgeville past the Oconee River to the Georgia Highway 22/24 split where it then veers south along Georgia Highway 24 to Deepstep Road in eastern Baldwin County. From there, Route #35 proceeds along Deepstep Road to Sandersville in Washington County. The Route #35 terminal point is Bull Street in Savannah.

The final State Bike System Route that comes through the Middle Georgia region is **#40 - TransGeorgia Corridor**. Route #40 begins in the western portion of the State in Harris County on Georgia Highway 315. After passing through Harris, Muscogee, and Talbot Counties, it enters the Middle Georgia region on Georgia Highway 96 in Crawford County. It continues its trek on Georgia Highway 96 through Crawford, Peach, Houston, and Twiggs Counties until the Georgia Highway 96 intersection with Georgia Highway 358. For approximately 6.4 miles, it follows Georgia Highway 358 until it intersects with U.S. 80 in southeastern Twiggs County. It maintains its path on U.S. 80 through Wilkinson County into Laurens County. As with Route #35, Route #40 ends at Bull Street in Savannah.

Along portions of these routes, there are 2' or 4' bike lanes provided where road improvements have taken place since the designation of the State Bike Route System. The remainder is shared lanes where the cyclist shares the roadway with vehicular traffic in an existing travel lane. Because there is no signage, motorists and bicyclists would not even know that these routes are part of a State Bike Route System. Finally, these routes include many stretches of heavy vehicular and truck traffic that make bicycle travel even to the most experience rider very hazardous.

## **Macon-Bibb County Routes**

Macon-Bibb County as identified in the *Macon-Bibb County Bikeways and Pedestrian Plan* has six existing bicycle routes; four are shared lane, one is shared lane/bike lane, and one is a shared-use off-road facility. These facilities are illustrated on Map 3.

**East Macon Bikeway** - The southern portion begins at Main Street and ends at Emery Highway. The northern section includes Fort Hill Street from Main Street to Shurling Drive, then heads east on Shurling Drive and terminates at Millerfield Road. The East Macon Bikeway is a shared lane facility and totals 4.4 miles. It is the opinion of the Plan's author that "without the addition of a bike lane, the combination of high traffic and speeding makes the portion along Shurling Drive not very conducive for cycling."  
(Macon-Bibb County Planning and Zoning Commission, 2003)

**Downtown Bikeway** - Originating at Tattnell Square Park, the Downtown Bikeway follows a 2.9 mile path along Oglethorpe Street, College Street, Georgia Avenue, New Street, and Walnut Street. This is considered a shared lane facility. "According to traffic officials, the on-street parking along the route inhibits the placement of a bike lane along College and Oglethorpe that have adequate width. This route has a potential to offer a good cycling experience." (Macon-Bibb County Planning and Zoning Commission, 2003)

**Freedom Park Bikeway** - Beginning at Tattnell Square Park, the Freedom Park Bikeway proceeds north on Dannenberg Avenue, then moves in a southward direction along Holt Avenue followed by a turn to the west along Beech Avenue. From Beech Avenue, the bikeway continues north along Wood Street, Bartlett Street, Roff Avenue, Lake Street, Fairmont Avenue and Napier Avenue. The intersection of Napier Avenue and Forsyth Road is the terminus of this bikeway. The total length of the Freedom Park Bikeway is 5.9 miles. A bike lane measuring less than one mile is found on this bikeway along Napier Avenue. "This route has opportunities for bike lane

striping along Dannenberg Avenue.” (Macon-Bibb County Planning and Zoning Commission, 2003)

**Columbus Road Bikeway** - This 3.5-mile shared lane facility begins at Brentwood Avenue and continues southward to Churchill Street. From Churchill Street, the route turns on Berkner Street then proceeds west along Mercer University Drive to its terminus at Columbus Road. “The portion along Mercer University Drive is in need of a bike lane to make it more conducive to cycling.” (Macon-Bibb County Planning and Zoning Commission, 2003)

**Central Route Bikeway** - This bikeway is part of State Bike Route #15 - Central Route Corridor, spanning the entire length of county for a total of 21 miles starting on Forsyth Road at the Monroe County Line and terminating on Industrial Highway at the Houston County Line. This is a shared lane facility with no signage. “To make it a safer route, the addition of bike lanes and signage would be a must.” (Macon-Bibb County Planning and Zoning Commission, 2003)

**The Ocmulgee Heritage Trail** - The Ocmulgee Heritage Trail is a shared-use facility and accommodates walking, cycling, and skating. It currently runs from the Otis Redding Bridge to Glenn Ridge Drive in the Shirley Hills neighborhood, with a southern extension to Central City Park that is currently under construction.

## **Houston County Routes**

Phase One of the greenway along Bay Gall Creek in the City of Warner Robins has recently opened and includes a shared-use path for use by bicyclists and pedestrians.

## *Existing Pedestrian Facilities*

In Fiscal Year 2004, the Georgia Department of Transportation contracted with the Middle Georgia Regional Development Center to collect sidewalk data for the following communities:

- ✚ City of Macon-Bibb County,
- ✚ City of Gordon,
- ✚ City of Hawkinsville,
- ✚ City of Jeffersonville,
- ✚ City of Roberta,
- ✚ City of Milledgeville,
- ✚ City of Eatonton, and
- ✚ City of Gray

The sidewalk survey database for each of the above communities is presented in Appendix 7-14. The location of the sidewalks contained in the databases is illustrated in Maps 4-11. A portion of sidewalk network for the City of Fort Valley and the City of Forsyth was completed under this contract. Since the databases for these communities are not finished, however, they and the subsequent location maps will be shown in a future update of the Plan. This database provides an excellent resource to local public works directors and other community officials in developing

a plan for future sidewalk maintenance and expansion to major activity centers and neighborhoods not currently served by pedestrian transportation facilities.

The information collected for the sidewalk database included:

- + Beginning point - street, sidewalk intersection
- + Beginning point description - road, driveway, parking lot, etc.
- + Beginning point ADA compliance - Yes or no
- + Road name
- + Surface type - concrete, brick, stabilized soil
- + Sidewalk width - 2 feet, 3 feet, etc.
- + Sidewalk condition - good, poor, excellent
- + Primary land use - ag/forestry, industrial, commercial, etc.
- + Sidewalk terrain - flat, rolling hills, mountainous, relatively flat
- + Sidewalk alignment - continuous loop, partial loop, curvilinear line, straight line, mixed
- + Cross slope - normal, marginal, replace
- + End point - name of road or place where sidewalk ends
- + End point ADA compliance - yes, no, old design
- + End point description - dead end, driveway, parking lot, etc.

There are a number of communities in the Middle Georgia region that are served by a sidewalk network that were not included in the above survey. For these communities, a windshield survey was conducted where the following observations were made:

- + Sidewalk condition - good, fair, poor (condition not noted where the sidewalk network in that community was limited, very limited or none);
- + Availability of pedestrian crossings, bicycle racks, trash cans, street lighting, greenspace;
- + Connectivity to-downtown merchants, points of interest, schools, neighborhood subdivisions;
- + Areas served by good sidewalk network;
- + Areas where sidewalk network requires improvement;
- + Areas where connectivity of the network should be expanded.

The survey results are presented in Appendix 15.

## Relationship of Transit Routes to Existing Bicycle/ Pedestrian Networks

The primary public transit service in the Middle Georgia region is provided by the Macon Transit Authority (MTA). The Macon Transit Authority serves the City of Macon and portions of unincorporated area of Bibb County with nine (9) fixed routes. The location of these routes is illustrated on Map 12.

The Macon-Bibb County Planning and Zoning Commission, as part of its report: *Macon-Bibb County Bikeways and Pedestrian Plan, June 2003* conducted an inventory and analysis of the existing sidewalks along these transit routes. Below are excerpts from this report including

summary of the inventory and analysis and recommended sidewalk improvements for each route. Tables 1-9 detail the existing sidewalk conditions along each route.

### *Vineville/Charter Hospital Route - #1*

The majority of the route has sidewalks with half of the existing sidewalks needing moderate improvements, while the remaining half require minor improvements.

#### **Recommendations:**

- ✚ Improvements should be made to sidewalk curb-cuts in the Midtown area, near Midtown Plaza;
- ✚ The sidewalk at Ridge Avenue/Riley Avenue should be extended due to pedestrian activity.

(Macon-Bibb County Planning and Zoning Commission, 2003)

Table 1: Vineville/Charter Hospital Route - #1								
Inventory of Existing Conditions								
	Transit Route - Location	# of Lanes - One Direction	Speed Limit (MPH)	Turn Lane (y/n) Left, Right, Both	Onstreet Parking (y/n)	Sidewalks (On Curb/Off Curb)	Sidewalk Conditions (1 to 10)	Land Use (Commercial/Residential /Institutional)
1	<b>Hardeman Ave:</b> College St to Ward St	2 to 3	30	Y (@ intersections)	Yes	On/Off	2 to 5; 6 to 9	Institutional/Commercial
2	<b>Vineville Ave:</b> Ward St to Pierce Avenue	2	30	Both	No	On/Off	6 to 9	Res; Prof. Off; Institutional
3	<b>Vineville Ave:</b> Pierce Ave to Riley Ave	2 to 3	35	No	No	On	2 to 5	Res; Commercial; Prof. Off
4	<b>Vineville Ave:</b> Riley Ave to Park Street	2 to 3	45	No	No	Portion of Route	2 to 5	Res; Commercial; Prof. Off
5	<b>Vineville Ave:</b> Park St to Charter Blvd	2	45	Both	No	On	6 to 9	Institutional/Prof. Office
6	<b>Charter Blvd:</b> Vineville Ave to Forest Hill Rd	1	Not Posted	No	No	N/A	N/A	Vacant; Instit; Prof. Off
7	<b>Forest Hill Rd:</b> Charter Blvd to Ridge Ave	1	30	No	No	N/A	N/A	Residential; Institutional
8	<b>Ridge Ave:</b> Forest Hill Rd to Riley Ave	1	35	No	Yes	Off	6 to 9	Res; Instit; Recreation
9	<b>Ridge Ave:</b> Riley Ave to Blind Academy	1	35	No	No	N/A	N/A	Res; Instit; Prof. Office
10	<b>Vineville Ave:</b> Forsyth St to College St	3	30	Y (@ intersections)	No	On	2 to 5	Residential; Commercial
11	<b>College St:</b> Forsyth St to Washington Ave	2 to 3	30	No	Yes	On	6 to 9	Residential
12	<b>Washington Ave:</b> College St to 2nd St	1	25	Y (@ intersections)	Yes	On	6 to 9	Res; Instit; Prof. Office

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

Land Use Abbreviations: **Res:** Residential; **Instit:** Institutional; **Comm:** Commercial; **Prof. Off:** Professional Office; **Rec:** Recreational; **Light Ind:** Light Industrial

Source: Macon-Bibb County Bikeways and Pedestrian Plan, Macon-Bibb County Planning and Zoning Commission, June 2003

## Bellevue/Log Cabin/Zebulon Road Route - #2/2B

The majority of the sidewalks along the route are in good condition, with the exception of several areas which need minor improvement.

### Recommendations:

- ✚ Sidewalks should be placed along portions of Napier Avenue @ Bartlett Street and Carlisle Avenue due to pedestrian activity.

(Macon-Bibb County Planning and Zoning Commission, 2003)

**Table 2: Bellevue/Log Cabin/Zebulon Road Route - #2/2B**

**Inventory of Existing Conditions**

	Transit Route - Location	# of Lanes - One Direction	Speed Limit (MPH)	Turn Lane (y/n) Left, Right, Both	Onstreet Parking (y/n)	Sidewalks (On Curb/Off Curb)	Sidewalk Conditions (1 to 10)	Land Use (Commercial/Residential /Institutional)
1	<b>Cotton Ave:</b> Poplar St to College St	1	Not Posted	No	Yes	On/Off	2 to 5; 6 to 9	Comm; Instit; Prof. Office
2	<b>College St:</b> Cotton Ave to Oglethorpe St	1	30	Yes	Yes	On	6 to 9	Res; Instit; Commercial
3	<b>Oglethorpe St:</b> College St to Adams St	1	30	No	Yes	On	6 to 9	Recreation; Prof. Office
4	<b>Adams St:</b> Oglethorpe/Chesnut/Monroe St	1	25	No	Yes	On/Off	6 to 9	Residential
5	<b>Forsyth St:</b> Monroe St to College St	3	30	Yes	No	On/Off	6 to 9	Res; Instit; Prof. Office
6	<b>Adams St:</b> Oglethorpe St to Coleman Av	1	25	No	Yes	Off	6 to 9	Residential; Recreation
7	<b>Coleman Ave:</b> Adams St to Napier Av	1	25	No	No	On	6 to 9	Institutional; Recreation
8	<b>Napier Ave:</b> Carling Ave to Pio Nono Av	1	30	No	Yes	On/Off	2 to 5; 6 to 9	Institutional; Recreation
9	<b>Napier Ave:</b> Pio Nono Av to Hillcrest Blvd	1	35	Y (@ Intersection)	No	On/Off	6 to 9	Institutional; Recreation
10	<b>Napier Ave:</b> Hillcrest Blvd to Log Cabin	1	35	Y (@ Intersection)	No	On/Off	2 to 5; 6 to 9	Res; Comm; Instit; Prof. Office
11	<b>Log Cabin Dr:</b> Napier Ave to Hollingsworth	1	25-30	Y (@ Intersection)	No	On	10	Residential; Institutional
12	<b>Hollingsworth Rd:</b> Log Cabin to Mumford Rd	1	25	No	No	N/A	N/A	Residential; Institutional
13	<b>Mumford Rd:</b> Hollingsworth Rd to Napier Av	1	25	No	No	On	10	Residential; Institutional
14	<b>Napier Ave:</b> Mumford Ave to N. Napier Apts	1	35-40	Yes	No	On	6 to 9	Res; Comm; Institutional
15	<b>Napier Ave:</b> N. Napier Apts to Park St	1	40	Both	No	On	10	Residential; Institutional

16	<b>Napier Ave:</b> Park St to Forsyth Rd	1	40	Y (@ Intersection)	No	N/A	N/A	Commercial; Residential
17	<b>Forsyth Rd:</b> Napier Ave to Tucker Rd	2	45	Both	No	On	10	Commercial
18	<b>Forsyth Rd:</b> Tucker Rd to Zebulon Rd	2	45	Both	No	On	10	Residential; Institutional
19	<b>Zebulon Rd:</b> Forsyth Rd to Bass Rd	2	45	Both	No	Off	10	Residential
20	<b>Zebulon Rd:</b> Bass Rd to Plantation Centre	2	45	Both	No	Off	10	Residential; Institutional
21	<b>Zebulon Rd:</b> Plantation Centre to Peake Rd	2	45	Both	No	Off	10	Commercial; Institutional
22	<b>Peake Rd:</b> Zebulon Rd to Peake Nursing Center	1	35	No	No	Off	10	Comm; Res; Prof. Office

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

Land Use Abbreviations: **Res:** Residential; **Instit:** Institutional; **Comm:** Commercial; **Prof. Off:** Professional Office; **Rec:** Recreational; **Light Ind:** Light Industrial

Source: Macon-Bibb County Bikeways and Pedestrian Plan, Macon-Bibb County Planning and Zoning Commission, June 2003

### *West Macon/Thomaston Road Route - #3*

The majority of the sidewalks are in good condition, with several areas needing minor improvements.

#### **Recommendations:**

- ✚ Sidewalks should be considered along portions of Mercer University Drive @ Woodfield Drive.
- ✚ Curb-cut improvements should be considered along portions of the route as it relates to sidewalks.

(Macon-Bibb County Planning and Zoning Commission, 2003)

**Table 3: West Macon/Thomaston Road Route - #3**

**Inventory of Existing Conditions**

	<b>Transit Route- Location</b>	<b># of Lanes - One Direction</b>	<b>Speed Limit (MPH)</b>	<b>Turn Lane (y/n) Left, Right, Both</b>	<b>Onstreet Parking (y/n)</b>	<b>Sidewalks (On Curb/Off Curb)</b>	<b>Sidewalk Conditions (1 to 10)</b>	<b>Land Use (Commercial/Residential /Institutional)</b>
1	<b>Poplar St:</b> 2nd St to Broadway/MLK	2	25	Both	Yes	On	6 to 9	Commercial; Residential
2	<b>Broadway/MLK:</b> Poplar St to Oglethorpe St	2	30	Both	Yes	On	10	Commercial; Res; Prof. Office
3	<b>Oglethorpe St:</b> Broadway to 1st St	1	35	No	Yes	On	6 to 9	Comm; Prof. Office
4	<b>Oglethorpe St:</b> 1st St to College St	1	35	No	Yes	On	6 to 9	Comm; Instit; Residential
5	<b>College St:</b> Oglethorpe St to Coleman Ave	1 to 2	25	Both	Yes	On	6 to 9	Recreation; Instit; Prof. Office
6	<b>Coleman Ave:</b> College St to Adams St	1	30	No	Yes	On/Off	10	Recreation; Institutional
7	<b>Montpelier Ave:</b> Adams St to Pio Nono Ave	1	35	No	Yes	On	6 to 9; 10	Instit; Comm; Res; Prof. Office
8	<b>Montpelier Av:</b> Pio Nono Ave to Mercer Univ Drive	1	35	No	No	On	6 to 9	Instit; Comm; Residential
9	<b>Mercer Univ Dr:</b> Montpelier Ave to Anthony Rd	2	45	Both	No	On	10	Commercial; Prof. Office
10	<b>Anthony Rd:</b> Mercer Univ Dr to Key St	1	40	Both	No	Off	10	Comm; Res; Rec; Instit; Prof. Office
11	<b>Key St:</b> Anthony Rd to Eisenhower Pkwy	1	Not Posted	No	No	N/A	N/A	Commercial
12	<b>Eisenhower Pkwy:</b> Key St to Heron/Mallard St	2	45	Both	No	N/A	N/A	Commercial
13	<b>Heron/Mallard St:</b> Eisenhower Pkwy to Anthony Rd	1	25	No	Yes	On	10	Residential
14	<b>Mercer Univ Dr:</b> Anthony Rd to Edna Place	2	45	Both	No	On	10	Commercial
15	<b>Mercer Univ Dr:</b> Edna Place to Bloomfield Rd	2	45	Both	No	On	10	Institutional; Commercial
16	<b>Mercer Univ Dr:</b> Bloomfield Rd to Log Cabin	2	45	Both	No	On	10	Institutional; Commercial
17	<b>Mercer Univ Dr:</b> Log Cabin to Food Lion	2	45	Both	No	On/Off	6 to 9	Comm; Res; Prof. Off; light Ind.

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

Land Use Abbreviations: **Res:** Residential; **Instit:** Institutional; **Comm:** Commercial; **Prof. Off:** Professional Office; **Rec:** Recreational; **Light Ind:** Light Industrial

Source: Macon-Bibb County Bikeways and Pedestrian Plan, Macon-Bibb County Planning and Zoning Commission, June 2003

## North Highland Route - #4

The majority of the route does have sidewalks, on and off the curb. In several areas, sidewalks will need either minor or moderate improvements based on its current condition.

### Recommendations:

- Moderate improvements should be made to the sidewalks on Gray Highway between Nottingham and Clinton Road.

(Macon-Bibb County Planning and Zoning Commission, 2003)

**Table 4: North Highland Route - #4  
Inventory of Existing Conditions**

	Transit Route - Location	# of Lanes - One Direction	Speed Limit (MPH)	Turn Lane (y/n) Left, Right, Both	Onstreet Parking (y/n)	Sidewalks (On Curb/Off Curb)	Sidewalk Conditions (1 to 10)	Land Use (Commercial/Residential /Institutional)
1	<b>Spring St:</b> Riverside Dr. to Emery Hwy.	2 to 3	35	Both	No	On	10	Comm; Ocmulgee River
2	<b>Baconsfield Dr:</b> Gray Hwy to Nottingham	1	Not Posted	No	No	On/Off	6 to 9	Residential
3	<b>Nottingham Dr:</b> Baconsfield to Gray Hwy	1	35	No	No	On/Off	6 to 9	Commercial
4	<b>Gray Hwy:</b> Nottingham to Clinton Rd	3	35	Yes	No	Off	2 to 5	Commercial
5	<b>Clinton Rd:</b> Gray Hwy to Lexington	1	35	No	No	Off	10	Comm; Residential
6	<b>Lexington St:</b> Clinton Rd to Gray Hwy	1	Not Posted	No	No	N/A	N/A	Commercial
7	<b>Gray Hwy:</b> Lexington to Clinton Rd	2 to 3	35/50	Both	No	Off	6 to 9	Commercial
8	<b>Clinton Rd:</b> Gray Hwy to Upper River Rd	1	35	No	No	N/A	N/A	Residential
9	<b>Shurling Dr:</b> Clinton Rd to Kitchens Rd	1 to 2	45	Both	No	On	6 to 9	Commercial
10	<b>Kitchens Rd:</b> Shurling Dr to Haywood Rd	1	25	No	No	On	10	Residential
11	<b>Maynard St:</b> Shurling to Hall St	1	25	No	Yes	On	6 to 9	Res; Instit; Rec.
12	<b>Hall St:</b> Maynard St to Gray Hwy	1	25	No	Yes	On	6 to 9	Res; Instit;
13	<b>2nd St:</b> Gray Hwy to Emery Hwy	2	45	Left	No	N/A	N/A	Res; Vacant
14	<b>Emery Hwy:</b> 2nd St to Gray Hwy	2	35	No	No	Off	6 to 9	Commercial

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

Land Use Abbreviations: **Res:** Residential; **Instit:** Institutional; **Comm:** Commercial; **Prof. Off:** Professional Office; **Rec:** Recreational; **Light Ind:** Light Industrial

Source: Macon-Bibb County Bikeways and Pedestrian Plan, Macon-Bibb County Planning and Zoning Commission, June 2003

## Ocmulgee/Tom Hill/VA Hospital Route - #5/5B

There are no sidewalks that are present along the major arterials, such as Riverside Drive and Tom Hill Sr. Boulevard.

### Recommendations:

- ✚ Sidewalks should be placed along portions of Rogers Avenue and Riverside Drive.
- ✚ Sidewalks should be considered along Tom Hill Sr. Boulevard and Riverside Drive.

(Macon-Bibb County Planning and Zoning Commission, 2003)

**Table 5: Ocmulgee/Tom Hill/VA Hospital Route - #5/5B**

**Inventory of Existing Conditions**

	<b>Transit Route - Location</b>	<b># of Lanes - One Direction</b>	<b>Speed Limit (MPH)</b>	<b>Turn Lane (y/n) Left, Right, Both</b>	<b>Onstreet Parking (y/n)</b>	<b>Sidewalks (On Curb/Off Curb)</b>	<b>Sidewalk Conditions (1 to 10)</b>	<b>Land Use (Commercial/Residential /Institutional)</b>
1	<b>Riverside Dr:</b> Spring St to Madison St	2	25	Both	No	Off	6 to 9	Commercial
2	<b>Madison St:</b> Riverside Dr to Jefferson St	1	25	No	Yes	On	6 to 9	Residential; Institutional
3	<b>Jefferson St:</b> Madison St to Monroe St	1	Not Posted	No	Yes	On	6 to 9	Residential; Recreation
4	<b>Monroe St:</b> Jefferson St to Stewart St	1	Not Posted	No	Yes	On	2 to 5	Residential
5	<b>Stewart St:</b> Monroe St to Madison St	1	Not Posted	No	Yes	N/A	N/A	Residential
6	<b>Walnut St:</b> Madison St to Ward St	1	25-35	No	Yes	Off	6 to 9	Institutional; Residential
7	<b>Ward St:</b> Walnut St to 2nd & 3rd Ave	1	Not Posted	No	Yes	N/A	N/A	Institutional; Residential
8	<b>3rd Ave:</b> 2nd Ave to Forest Ave	1	25	No	Yes	On	2 to 5	Institutional; Residential
9	<b>3rd Ave:</b> Forest Ave to Rogers Ave	1	25	No	Yes	On	2 to 5	Residential
10	<b>Rogers Ave:</b> 3rd Ave to Ingleside Ave	1	25	No	No	N/A	N/A	Residential
11	<b>Ingleside Ave:</b> Rogers Ave to Riverside Dr	1	35	No	No	On	10	Residential; Prof. Office
12	<b>Riverside Dr:</b> Ingleside Ave to Baxter Ave	2	45	Both	No	N/A	N/A	Commercial
13	<b>Baxter Ave:</b> Riverside Dr to Forest Ave	1	Not Posted	No	No	N/A	N/A	Residential
14	<b>Forest Ave:</b> Baxter Ave to 3rd Ave	1	25	No	Yes	On	6 to 9	Residential
15	<b>Ingleside Ave:</b> Rogers Ave to Pierce Ave	1	35	No	No	N/A	N/A	Residential; Commercial
16	<b>Pierce Ave:</b> Ingleside Av to Old Holton Rd	1	40	No	No	N/A	N/A	Residential

17	<b>Pierce Ave:</b> Old Holton Rd to Riverside Dr	1	35-40	No	No	Off	10	Institutional; Residential
18	<b>Riverside Dr:</b> Pierce Ave to Wimbish Rd	2	45	Both	No	N/A	N/A	Commercial; Institutional
19	<b>Riverside Dr:</b> Wimbish Rd to North Crest	1 to 2	45	Both	No	N/A	N/A	Res; Comm; Institutional
20	<b>North Crest:</b> Riverside to Elnora/N.Side Dr	1	Not Posted	No	No	N/A	N/A	Commercial; Prof. Office
21	<b>Northside Dr:</b> Elnora Dr to Riverside Dr	2	45	Both	No	On	10	Commercial; Institutional
22	<b>Tom Hill Sr:</b> Northside Dr to Riverside Dr	2	35	Both	No	N/A	N/A	Commercial; Institutional

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

Land Use Abbreviations: **Res:** Residential; **Instit:** Institutional; **Comm:** Commercial; **Prof. Off:** Professional Office; **Rec:** Recreational; **Light Ind:** Light Industrial

Source: Macon-Bibb County Bikeways and Pedestrian Plan, Macon-Bibb County Planning and Zoning Commission, June 2003

### *Westgate/Bloomfield Route - #6*

More than half of the sidewalks present along this route needs minor to moderate improvements.

### **Recommendations:**

🚧 Sidewalks should be considered for: Pio Nono Avenue between Newberg Avenue and Rocky Creek; Pio Nono Avenue near the Westgate Shopping Center.  
 Macon-Bibb County Planning and Zoning Commission, 2003)

**Table 6: Westgate/Bloomfield Route - #6**

**Inventory of Existing Conditions**

	<b>Transit Route - Location</b>	<b># of Lanes - One Direction</b>	<b>Speed Limit (MPH)</b>	<b>Turn Lane (y/n) Left, Right, Both</b>	<b>Onstreet Parking (y/n)</b>	<b>Sidewalks (On Curb/Off Curb)</b>	<b>Sidewalk Conditions (1 to 10)</b>	<b>Land Use (Commercial/Residential /Institutional)</b>
1	<b>Poplar St:</b> 2nd St to 3rd St	2	25	Both	Yes	On	6 to 9	Commercial; Prof. Office
2	<b>3rd St:</b> Poplar St to Plum St	2	Not Posted	Both	Yes	On	6 to 9	Commercial; Prof. Office
3	<b>Plum St:</b> 3rd St to 2nd St	1	Not Posted	No	Yes	On	2 to 5	Commercial
4	<b>2nd St:</b> Plum St to Poplar St	1 to 2	25	No	Yes	On	2 to 5	Commercial
5	<b>2nd St:</b> Plum St to 2nd Street Bridge	1 to 2	25-30	No	Yes	On	2 to 5	Comm; Prof. Off; Institutional
6	<b>2nd St:</b> 2nd St. Bridge to Edgewood Ave	1	30	No	Yes	On/Off	2 to 5	Residential; Institutional
7	<b>2nd St:</b> Edgewood Ave to Ell St	1	30	No	Yes	On	2 to 5	Residential; Instit; Commercial
8	<b>Ell St:</b> 2nd St to Murphy Homes	1	25	No	No	On	6 to 9	Residential; Institutional
9	<b>Ell St:</b> Murphy Homes to Pio Nono Av	1	25	No	Yes	On	6 to 9	Residential
10	<b>Eisenhower Pkwy:</b> Laveta Dr to Pio Nono Ave	3	45	Both	No	On	6 to 9	Commercial
11	<b>Pio Nono Av:</b> Ell St to Newberg Ave	2	40-45	Both	No	On	10	Comm; Prof. Off; Institutional
12	<b>Pio Nono Av:</b> Newberg Ave to Rocky Creek Rd	2	45	Both	No	N/A	N/A	Commercial; Institutional
13	<b>Rocky Creek Rd:</b> Pio Nono Av to Bloomfield Dr	2	45	Both	No	On	10	Commercial; Residential
14	<b>Rocky Creek Rd:</b> Bloomfield Dr to Bloomfield Rd	2	45	Both	No	On	10	Residential; Instit; Commercial
15	<b>Bloomfield Rd:</b> Rocky Creek Rd to Nisbet Rd/Dr	1	40	No	No	Off	10	Residential; Institutional
16	<b>Nisbet Rd/Dr:</b> Bloomfield Rd to Bonnie Ave	1	25	No	No	N/A	N/A	Residential; Institutional
17	<b>Bonnie Ave:</b> Nisbet Dr to Bloomfield Rd	1	25	No	No	N/A	N/A	Residential
18	<b>Deeb Dr:</b> Bloomfield Rd to Walmar Dr	1	25	No	No	N/A	N/A	Residential
19	<b>Walmar Dr:</b> Deeb Dr to Leone Dr/Bloomfield Rd	1	25	No	No	N/A	N/A	Residential
20	<b>Bloomfield Rd:</b> Leone Dr to Deeb Dr	1	25	No	No	Off	10	Residential

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

Land Use Abbreviations: **Res:** Residential; **Instit:** Institutional; **Comm:** Commercial; **Prof. Off:** Professional Office; **Rec:** Recreational; **Light Ind:** Light Industrial

Source: Macon-Bibb County Bikeways and Pedestrian Plan, Macon-Bibb County Planning and Zoning Commission, June 2003

## Macon Mall/Chambers Road Route - #9

Several areas will need minor improvements; otherwise, the remainder of the sidewalk network on this route is in good condition.

### Recommendations:

- Sidewalks should be considered at: Chambers Road/Log Cabin Road; Bloomfield Road/Johnson Avenue; Eisenhower Parkway near motel complexes; and Felton Avenue/Jeff Davis Street.

(Macon-Bibb County Planning and Zoning Commission, 2003)

Table 7: Macon Mall/Chambers Road Route - #9								
Inventory of Existing Conditions								
	Transit Route - Location	# of Lanes - One Direction	Speed Limit (MPH)	Turn Lane (y/n) Left, Right, Both	Onstreet Parking (y/n)	Sidewalks (On Curb/Off Curb)	Sidewalk Conditions (1 to 10)	Land Use (Commercial/Residential /Institutional)
1	<b>College Station Dr:</b> Romeiser Dr to Eisenhower Pkwy/Rally Rd	1	Not Posted	No	No	N/A	N/A	Commercial; Institutional
2	<b>Eisenhower Pkwy:</b> Rally Rd to Chambers Rd	2	45	Both	No	N/A	N/A	Commercial
3	<b>Chambers Rd:</b> Eisenhower Pkwy to Log Cabin	1	35	No	No	N/A	N/A	Comm; Res; Institutional
4	<b>Bloomfield Rd:</b> Log Cabin to Eisenhower	1	40	No	No	Off	10	Comm; Res; Institutional
5	<b>Eisenhower Pkwy:</b> Bloomfield Rd to Log Cabin	2	45	Both	No	N/A	N/A	Commercial
6	<b>Log Cabin:</b> Eisenhower Pkwy to Presidential Pkwy	1	40	No	No	N/A	N/A	Commercial
7	<b>Presidential Pkwy:</b> Log Cabin to Eisenhower Pkwy	2	30	Both	No	Off	10	Commercial
8	<b>Eisenhower Pkwy:</b> Bloomfield Rd to Walsh Pkwy	2	45	Both	No	N/A	N/A	Commercial
9	<b>Eisenhower Pkwy:</b> Walsh Pkwy to Pio Nono Av	2 to 3	45	Both	No	N/A	N/A	Commercial
10	<b>Pio Nono Av:</b> Eisenhower Pkwy to Anthony Rd	2	40	Both	No	On	10	Commercial
11	<b>Anthony Rd:</b> Pio Nono to Anthony Terr.	1	40	Both	No	Off	10	Residential
12	<b>Anthony Terr:</b> Anthony Rd to Eisenhower	1	Not Posted	No	No	N/A	N/A	Residential
13	<b>Pio Nono Av:</b> Anthony Rd to Mercer Univ. Dr	2	40	Both	No	On/Off	10	Comm; Res; Institutional
14	<b>Mercer Univ. Dr:</b> Pio Nono Av to Plant St	2	35-40	Both	No	On	6 to 9	Comm; Res; Institutional
15	<b>Plant St/Felton Av:</b> Mercer Univ. Dr to Jeff Davis	1	30	No	Yes	On/Off	10	Residential
16	<b>Jeff Davis/Telfair:</b> Felton Av to Oglethorpe St	1	30	No	No	On/Off	6 to 9	Residential; Institutional
17	<b>1st St:</b> Oglethorpe St to Poplar St	2	25	No	Yes	On	6 to 9	Commercial; Institutional

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

Land Use Abbreviations: **Res**: Residential; **Instit**: Institutional; **Comm**: Commercial; **Prof. Off**: Professional Office; **Rec**: Recreational; **Light Ind**: Light Industrial

Source: Macon-Bibb County Bikeways and Pedestrian Plan, Macon-Bibb County Planning and Zoning Commission, June 2003

## *East Macon/Kings Park Route - #11*

The majority of the route does not have sidewalks. Sidewalks that are present along the route need minor improvements.

### **Recommendations:**

- ✚ Improvements should be made to sidewalks along portions of Main Street.
- ✚ Sidewalks should be placed along portions of Jeffersonville Road near Magnolia Drive and Millerfield Road.

Macon-Bibb County Planning and Zoning Commission, 2003)

Table 8: East Macon/Kings Park Route - #11								
Inventory of Existing Conditions								
	Transit Route - Location	# of Lanes - One Direction	Speed Limit (MPH)	Turn Lane (y/n) Left, Right, Both	Onstreet Parking (y/n)	Sidewalks (On Curb/Off Curb)	Sidewalk Conditions (1 to 10)	Land Use (Commercial/Residential /Institutional)
1	<b>Coliseum Drive:</b> I-16 to Emery	3	35	Both	No	On/Off	10	Comm; Instit; Rec.
2	<b>Lexington St:</b> Emery to Woolfolk	1	25	No	Yes	N/A	N/A	Res; Light Ind.
3	<b>Woolfolk:</b> Lexington to Ft. Hill St	1	25	No	Yes	On	9	Residential
4	<b>Maynard St:</b> Woolfolk to Main St	1	25	No	Yes	On/Off	10	Residential
5	<b>Main St:</b> Emery to Garden/Church St	1	30	No	Yes	On/Off	6-9; 10	Residential
6	<b>Emery:</b> Main St. to Jeffersonville	2	40	Both	No	On	10	Residential
7	<b>Jeffersonville:</b> Emery to Millerfield	1	40	No	No	N/A	N/A	Comm; Residential
8	<b>Millerfield:</b> Jeffersonville to New Clinton	1	35	No	No	N/A	N/A	Commercial
9	<b>New Clinton:</b> Millerfield to Pine Hill Dr	1	35	Both	No	Off	10	Residential
10	<b>Pine Hill Dr:</b> Donald Ave to Millerfield	1	25	No	No	N/A	N/A	Residential
11	<b>Millerfield:</b> Donald Ave to Laney Ave	1	35	No	No	N/A	N/A	Comm; Instit;
12	<b>Jordan Ave:</b> Millerfield to Masseyville	1	Not Posted	No	No	N/A	N/A	Residential
13	<b>Masseyville:</b> Recreation to Queens Dr	1	25/35	No	No	N/A	N/A	Res; Vacant

14	<b>Queens Dr:</b> Masseyville to Mogul Rd	1	Not Posted	No	No	N/A	N/A	Residential
15	<b>Mogul Rd:</b> Queens Dr to Jeffersonville	1	Not Posted	No	No	N/A	N/A	Res; Comm.
16	<b>Jeffersonville:</b> Mogul to Morningside	2	45	Both	No	N/A	N/A	Res; Comm.
17	<b>Morningside:</b> Jeffersonville to Recreation	1	25	No	Yes	N/A	N/A	Residential
18	<b>Recreation:</b> Morningside to Millerfield Rd	1	40	No	No	N/A	N/A	Res; Light Ind.

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

Land Use Abbreviations: **Res:** Residential; **Instit:** Institutional; **Comm:** Commercial; **Prof. Off:** Professional Office; **Rec:** Recreational; **Light Ind:** Light Industrial

Source: Macon-Bibb County Bikeways and Pedestrian Plan, Macon-Bibb County Planning and Zoning Commission, June 2003

### *Houston Avenue/Albert/Peach Orchard Route - #12/B/C*

The majority of the route does not have sidewalks. The sidewalks that are present along the route need minor to moderate improvements.

#### **Recommendations:**

- ✚ Sidewalks should be considered at the following areas: Houston Avenue/Buena Vista; Broadway-Martin Luther King, Jr. Blvd./Ash Street; Houston Avenue/Bruce Elementary School; Houston Avenue/Unionville Baptist Church; Houston Avenue/Dewey Street; and Guy Paine Road/Marion Avenue.

Macon-Bibb County Planning and Zoning Commission, 2003)

**Table 9: Houston Ave/Albert/Peach Orchard Route - #12/B/C**

**Inventory of Existing Conditions**

	<b>Transit Route - Location</b>	<b># of Lanes - One Direction</b>	<b>Speed Limit (MPH)</b>	<b>Turn Lane (y/n) Left, Right, Both</b>	<b>Onstreet Parking (y/n)</b>	<b>Sidewalks (On Curb/Off Curb)</b>	<b>Sidewalk Conditions (1 to 10)</b>	<b>Land Use (Commercial/Residential /Institutional)</b>
1	<b>Poplar St:</b> 2nd St to Broadway/MLK	2	25	Both	Yes	On	6 to 9	Commercial; Residential
2	<b>Broadway/MLK:</b> Poplar St to Oglethorpe St	2	30	Both	Yes	On	10	Commercial; Res; Prof. Office
3	<b>Broadway/MLK:</b> Oglethorpe St to Houston Ave	2	30	No	No	On/Off	2 to 5; 6 to 9	Commercial
4	<b>Houston Ave:</b> Broadway to Eisenhower Pkwy	1	30	No	No	On/Off	2 to 5	Residential; Commercial
5	<b>Houston Ave:</b> Eisenhower Pkwy to Ponce De Leon	1	30	No	No	On	6 to 9	Instit; Comm; Residential
6	<b>Houston Ave:</b> Ponce De Leon to Richmond St	1	30	No	No	On/Off	6 to 9	Instit; Comm; Residential

7	<b>Houston Ave:</b> Richmond St to Chatham St	1	35	No	No	N/A	N/A	Instit; Comm; Residential
8	<b>Houston Ave:</b> Chatham St to Guy Paine Rd	1	40	No	No	N/A	N/A	Instit; Comm; Residential
9	<b>Guy Paine Rd:</b> Houston Ave to Marion Ave	2	35	Both	No	Off	6 to 9	Commercial; Light Industrial
10	<b>Marion Av:</b> Guy Paine Rd to San Carlos Dr	1	25	No	No	N/A	N/A	Residential; Light Industrial
11	<b>San Carlos Dr:</b> Marion Ave to Albert St	1	35	No	No	N/A	N/A	Residential; Light Industrial
12	<b>Albert St:</b> San Carlos Dr to Meade Rd	1	Not Posted	No	No	N/A	N/A	Light Industrial
13	<b>Meade Rd:</b> Albert St to Broadway	1	45	No	No	N/A	N/A	Recreation; Vacant; Light Ind.
14	<b>Richmond St:</b> Broadway to Houston Ave	1	25	No	Yes	N/A	N/A	Residential; Commercial

Sidewalk Conditions: 1 – Poor Condition; 2-5 Moderate Improvements; 6-9 Minor Improvements; 10 – Great Condition

Land Use Abbreviations: **Res:** Residential; **Instit:** Institutional; **Comm:** Commercial; **Prof. Off:** Professional Office; **Rec:** Recreational; **Light Ind:** Light Industrial

Source: Macon-Bibb County Bikeways and Pedestrian Plan, Macon-Bibb County Planning and Zoning Commission, June 2003

## Relationship of Population Density to Existing Bicycle/ Pedestrian Networks

The areas in the Middle Georgia region where population density is the greatest is in Macon-Bibb County; Warner Robins-Centerville-Perry and portions of unincorporated areas of Houston County; and Byron and eastern Peach County. A secondary area of population concentration is the City of Milledgeville and the areas around Lake Sinclair. Densities are expected to increase significantly due to projected residential growth in unincorporated Houston County, northern and southern Monroe County, southern Jones County and the City of Gray, and the areas surrounding Lake Sinclair and Lake Oconee.

As described earlier in the report, the only designated bicycle routes are those on the state system, which are mostly shared-lane facilities, and those in the City of Macon which like the state system routes are classified for shared lane use. The only exceptions are the Ocmulgee Heritage Greenway, a 1.5 mile shared-use path paralleling the Ocmulgee River, and the section of the shared-use path that has recently opened in the City of Warner Robins along Bay Gall Creek.

Through the use of transportation improvement initiatives funded by the Special Local Option Sales Tax (SPLOST) in Bibb and Houston Counties, miles of sidewalks have either been

constructed or are planned in these two areas to serve both existing and future populations. It is hoped that future initiatives such as these can be used to expand the sidewalk network in Bibb and Houston Counties and to establish new networks in the growing areas of Jones, Monroe, and Peach Counties. The use of the Special Purpose Local Option Sales Tax is also an excellent source of funds to implement bicycle transportation improvements in the areas that currently have and are projected to have higher population densities.

## Relationship of Open Space and Recreation Areas to Existing Bicycle/Pedestrian Networks

The major parks, recreation, and open space areas in the Middle Georgia region include: High Falls Park and Lake Juliette in Monroe County; Lake Tobesofkee in Bibb County; Piedmont National Wildlife Refuge in Jones County; Lake Sinclair in Baldwin and Putnam Counties; Lake Oconee and the Oconee National Forest in Putnam County; and the Oconee River, Ocmulgee River, and Flint River scenic areas. With the exception of State Route #35 - March to the Sea Corridor that passes by the Oconee National Forest and portions of Lake Sinclair, no other park, recreation and open space area mentioned above is served by a bicycle and/or pedestrian facility. Providing safe bicycle access to the regionally significant parks, recreation and open space areas would be a boom to bicycle travel in the region. Many families would find it pleasurable taking day trips together by bike and enjoying the natural scenery both along the way and at their destination.

## Relationship of Bicycle/Pedestrian Facilities to Tourism and Downtown Development

### *Tourism*

In the summer of 2003, the North Carolina Department of Transportation Division of Bicycle and Pedestrian Transportation contracted with the Institute for Transportation Research and Education at North Carolina State University to examine the value of public investment in bicycle facilities. The Northern Outer Banks was selected for the study because of the existing high levels of bicycle activity and the presence of an extensive system of special bicycle facilities. Over the past ten (10) years, an estimated \$6.7 million of public funds have been spent on off-road paths and adding wide paved shoulders to the roads of the region. Data for this study was obtained from two sources; a survey of the bicyclists using the bicycling facilities, and a survey of tourists at three visitors centers in the area.

Surveys conducted for this study revealed several interesting points:

- ✚ 17% of all visitors engaged in some bicycling activity while in the area.
- ✚ 43% of the bicyclists surveyed indicated that the quality of bicycling was an important factor in choosing to visit.
- ✚ 53% of bicyclists surveyed revealed that the quality of the bicycling facilities was a strong influence in the decision to return for a subsequent visit.
- ✚ 12% of the respondents reported that duration of their visit was longer because of bicycling by an average of four days.
- ✚ The average bicyclist rode on 69% of the days of their trip.
- ✚ High rate of bicyclist activity and decision to extend duration of visit may be related to safety; 2/3 of the respondents mentioned that the bicycle facilities made them feel safer while riding.
- ✚ Many of the bicycling tourists have a good deal of potential purchasing power--well educated and high incomes.

The study concluded:

- ✚ Bicycling activity in the northern Outer Banks provides substantial benefits to the area--an estimated \$60 million annually, or nine (9) times the amount of the one-time public investment to construct the bicycle facilities.
- ✚ 1,400 jobs created/supported annually with expenditures made by the bicyclists.
- ✚ Bicycle facilities in the area are an important factor for many tourists deciding to visit the region.
- ✚ The presence of the bicycle facilities may produce intangible economic benefits, such as:
  - Enhancement of property values along areas that feature the bike paths and trails.
  - Reduced health care costs resulting from increased opportunities for healthful exercise.
  - Less damage to roads and preservation of the highway infrastructure resulting from wider paved shoulders.

Though the Middle Georgia region may not have an ocean to attract a tourist, the region is richly blessed with other natural and cultural resources that make it an attractive tourist destination. As demonstrated in the above study, making a public investment of the front-end for new bicycle and pedestrian facilities and implementing a sound marketing strategy will greatly enhance the local tourism industry, while at the same time paying enormous economic dividends for the region's communities.

## *Downtown Development*

Through the efforts of the National Downtown Main Street Program and the Georgia Department of Community Affairs' Better Hometown Program, participant communities in the Middle Georgia region (Byron, Eatonton, Forsyth, Fort Valley, Hawkinsville, and Milledgeville) are rediscovering their downtown areas as important community focal points where residents are coming to shop, eat, entertain, socialize, and in an increasing way, live. Communities that do not

participate in these two programs, such as the cities of Macon, Gray and Roberta are making a valiant effort to restore and revitalize their downtown areas, and make them once again a viable economic entity. Parking for automobiles is a constant problem in these areas, along with the congestion and pollution that they bring. Increasing the use of bicycling and walking transportation to the downtown areas from outlining residential areas would not only reduce the existing problems associated with the automobile as mentioned above, but would greatly enhance the safety and pleasure of the downtown visitor.

The DOT sidewalk survey and the windshield survey described above provide some guidance on the bicycle and pedestrian accessibility to the region's downtown areas. Bicycle access is limited to shared-lane facilities on the roadway throughout the region, with the exception of the Ocmulgee Heritage Greenway, which currently provides access to downtown Macon from the Shirley Hills neighborhood. Pedestrian transportation within the downtown areas, with the exception of the smaller communities, can be classified as either good or excellent. The cities of Eatonton, Hawkinsville, Jeffersonville, Macon, Milledgeville, and Roberta provide, for the most part, good access to the downtown area. In the remainder of the communities, pedestrian access into the downtown areas from neighboring residential areas is either non-existent or at best considered fair. Main Street/Better Hometown Program designated communities or those considering such designation in the near future should review existing bicycle and pedestrian accessibility into the downtown areas, and take the necessary steps to eliminate any deficiencies.

## Bicycle/Pedestrian Safety in Middle Georgia Region

The Regional Planning Advisory Committee has identified bicycle and pedestrian safety as a component that should receive critical attention in the regional plan. At every one of the Regional PAC meetings, there was some discussion related to making the roads safe for bicyclists and pedestrians alike. This section begins with a review of regional bicycle and pedestrian crash statistics that provide an insight on those areas of the region that are experiencing the most bicycle/pedestrian crashes, injuries, and fatalities. In addition, local statistics are compared to trends occurring in the State as a whole. Finally, state and local laws regarding bicycle/pedestrian safety are discussed, as well as the priority placed at the local level to enforce these laws.

### *Bicycle Crash Statistics*

Appendix 16a-c presents statistics compiled by the Georgia Department of Motor Vehicle Safety for the years 1998-2002 on bicyclist crashes, injuries, and fatalities for the eleven counties in the Middle Georgia region and the State of Georgia. In that five-year period, there were a total of 265 reported crashes involving bicyclists in the Middle Georgia region. Of that total, 84.5 percent, or 224, occurred in the region's three largest counties (Baldwin, Bibb, and Houston Counties). Wilkinson County and Pulaski County reported only one bicycle-related crash. The largest number of crashes took place in 2000 and has steadily declined. The total reported crashes in the State of Georgia from 1998-2002 were 5,218. The trend for the State of Georgia shows a decline each year with the number of crashes reported in 2002 being 21% less than the total for 1998.

The 265 bicycle crashes region-wide resulted in 207 injuries and 4 fatalities, while for the State of Georgia, 3,892 persons were injured and 91 were killed riding a bicycle. While injuries have declined since 2000 in the Middle Georgia region, the 4 fatalities have taken place in 2001 and 2002. It is hoped this alarming trend does not continue in subsequent years. The State of Georgia has shown a significant decline in both injuries and deaths over these five years.

### *Pedestrian Crash Statistics*

Statistics for pedestrian crashes, injuries, and fatalities are presented by the Georgia Department of Motor Vehicle Safety in a slightly different manner. In addition to providing the number of occurrences, the DMVS has also calculated the rate per 10,000 licensed drivers for each county and the State of Georgia (see Appendix 17a-c).

From 1998-2002, Bibb County had by far the largest number of pedestrian crashes, injuries and fatalities in the Middle Georgia region; over three times the nearest county, Houston County. Bibb County's rate of crashes and injuries was over two percentage points higher than the State of Georgia. This can be attributed in large part by Macon-Bibb County's higher population, population density, traffic volumes, and extensive sidewalk network and subsequent usage of this network. It can, however, identify the possible need for greater enforcement of pedestrian safety laws, speed limit laws, and pedestrian and motorist safety education.

Another statistic that should not be overlooked is the rate of pedestrian crashes and injuries in Baldwin County is higher than for the entire State of Georgia. Baldwin County is home to a state university and a military college that generate considerable amount of pedestrian and vehicular traffic when they are in session. Like that of Bibb County, it can be inferred that a need likely exists for greater enforcement of pedestrian safety laws and speed limit laws in the high pedestrian traffic areas and pedestrian/motorist safety education.

In comparing the rates of pedestrian crashes to the rates of motor vehicle crashes (presented in Appendix 18) for the 11-county Middle Georgia region between 1998-2002 reveals that though Bibb County had the highest rate of pedestrian crashes, it was second to Baldwin County in the rate of motor vehicle crashes. Peach and Putnam Counties which had a relatively high rate of pedestrian crashes also had a high rate of motor vehicle crashes. Houston County had rates of pedestrian crashes and motor vehicle crashes below that of both Peach and Putnam Counties. An interesting statistic when conducting this comparison is that Monroe and Jones Counties that had inconsequential rates of pedestrian crashes showed relatively high rates of vehicle crashes.

### *Bicycle/Pedestrian Crash Analysis*

Appendix 19 includes a summary of pedestrian and bicycle statistical data from the Georgia Department of Motor Vehicle Safety for the counties of Bibb, Houston, Baldwin, and Putnam that provides information on where the crashes most frequently occurred, the age and gender of the persons involved in the crashes, the environmental conditions at the time of crashes, and how

the crashes occurred. Bibb County, Houston County and Baldwin County were chosen for this analysis since they have the largest number of bicycle and pedestrian crashes in the region, while Putnam County also was included as a result of them participating in a pilot local bicycle/pedestrian program that is part of the regional study. The statistics presented in Appendix 19 reveal several issues related to bicycle/pedestrian safety in these counties:

- ✚ Approximately two-thirds of the bicycle and pedestrian crashes occurred on city streets;
- ✚ Approximately half of the bicycle crashes involved children ages 5-19; in reviewing the time of the crashes, many of the accidents were during after-school hours.
- ✚ Almost two-thirds of the pedestrian crashes involved two groups, school-age children and adults 25-54;
- ✚ An overwhelming majority of the bicycle crashes occurred during daylight hours, while approximately three-fourths of the pedestrian crashes occurred during either daylight hours or at night under lighted conditions. One in five of the pedestrian crashes occurred at dark where lighting was not present;
- ✚ Over 75 percent of the bicycle and pedestrian crashes took place in clear weather. Inclement weather, such as rain, fog, etc. accounted for less than four percent of the bicycle crashes and less than eight percent of the pedestrian crashes.
- ✚ Slightly less than half of the pedestrian crashes occurred when the pedestrian did not cross at the intersection; and
- ✚ Over 70 percent of the vehicles involved in bicycle crashes were going straight, thus creating the assumption that the bicyclist either swerved in the path of an on-coming vehicle or were side-swiped, or a vehicle passed too close or side-swiped a bicyclist (a car hitting a bicyclist with its side mirror is fairly common).

From the issues these statistics raise, local bicycle/pedestrian safety programs in these four counties should be established that focus on:

- ✚ Bicycle and pedestrian safety for school-aged children;
- ✚ Pedestrian safety for adults 25-54 of age;
- ✚ Bicycle and pedestrian safety for motorists to make them more aware of the presence of bicyclists and pedestrians and how to avoid potential crashes with bicyclists and pedestrians;
- ✚ Eliminating unlighted areas in high pedestrian traffic areas; and
- ✚ Speed enforcement and the installation of traffic calming measures.

In discussing bicycle/pedestrian safety with local law enforcement issues, many of them stressed that this was not a priority for them at this time. Their current priority is to use their limited resources in reducing the number of injuries and fatalities to small children not properly secured in a vehicle restraint system. Without taking away from the importance of these critical safety needs, with more bicyclists and pedestrians potentially interacting with vehicular traffic as a result of the implementation of this plan, there is a strong likelihood that there will be more bicycle and pedestrian crashes with resulting injuries and possible fatalities unless effective safety programs are put into place concurrently with the growing demand. It is best to be proactive rather than reactive when dealing with a person's life.

## *Laws Regarding Bicycle and Pedestrian Safety*

The National Highway Traffic Safety Administration recently produced a unique document entitled, "Resource Guide on Laws Related to Pedestrian and Bicycle Safety." The document is intended to be a comprehensive list of traffic and vehicle laws by state, and an assessment of possible impact on pedestrian and bicycle safety. It begins with a recommended uniform vehicle code and shows whether the state has an exact, equivalent or variation to that UVC, or if that state has no such code related to that subject. The next segment is a listing of existing vehicular ordinances on various traffic-related subjects from a number of states. Like the UVC, it presents whether the other states have an exact, equivalent variation or no match to that particular ordinance. Finally, the Resource Guide includes several model ordinances from which states and local governments can use to create similar ordinances on those subjects. It contains an immense wealth of data that should be reviewed carefully by the State Bicycle and Pedestrian task forces to determine applications for both the State of Georgia and the respective local governments.

A survey of local law enforcement officials in the Middle Georgia region reveals that most communities use the existing state laws related to bicycle and pedestrian safety. (See 36-60-5, 40-1-1, 40-6-290, and 40-6-299 of the Georgia Code.) The small number of communities in the region that do have local ordinances in place are mostly related to the definition of sidewalks and pedestrian traffic. Because of the lack of demand and limited resources, local enforcement agencies have either eliminated or severely reduced bicycle/pedestrian safety programs. As one alternative, the Baldwin County schools have turned to State Farm Insurance and their local agents to help fulfill this need.

The Quality Core Curriculum for Georgia public schools identifies that Kindergarten through 4<sup>th</sup> grade students are required to be taught basic street and highway safety and bicycle safety.

If an effort to alert drivers when they run off the road, the Georgia DOT is installing shoulder rumble strips (SRS) on new and reconstruction projects. These rumble strips are a great concern to bicyclists because it is a safety hazard, and it is seen as discouragement to bicycle travel. The bicycle community has requested that SRS should only be used as a last resort, and if and when warranted, SRS should only be placed at the locations of historical ROR crashes and meet AASHTO's guidelines.

## **Inventory of Health/Fitness Programs Promoting Bicycle/ Pedestrian Use in Middle Georgia Region**

Health and fitness programs are provided or sponsored by numerous organizations throughout the Middle Georgia region including county and regional hospitals, private health clubs, non-profit organizations, county health departments, etc. Many people in the Middle Georgia region have taken advantage of these programs as part of their individual health maintenance or surgery recovery programs, and have discovered the benefits of such a program on their overall health and well-being. These programs do emphasize to their clients some form of exercise, and leave it to the individual and their doctors to determine the form best suited for them. The key is

providing safe and accessible bicycle and pedestrian facilities in the region and local communities and alerting the health and fitness program providers that such facilities exist. They, in turn, can notify their clients and encourage them to utilize them.

Another issue related to health and fitness programs is it is likely that many Middle Georgia residents are not aware that such health and fitness programs exist, cannot afford the programs, or decide not to be involved in either an organized or individual health/fitness program for a variety of personal reasons. With obesity and diseases associated with this condition on the rise in the United States and the State of Georgia, it is critical that those who need such health and fitness programs and desire to participate in them have information about their availability and costs. For those that cannot afford them, public health departments can step forward and expand their availability of such programs. If this not possible, then brochures and other materials can be provided to local health departments, DFACS offices, and others to explain how their clients can start their own exercise and fitness program by walking or riding a bicycle in their neighborhoods.

Having a healthy and fit population means less time in the doctor's office and hospital to treat diseases associated with the lack of physical activity. As the popular saying goes, "prevention is a pound of cure" should be the theme of health insurance companies, HMO networks, and private and public employers. Health and fitness programs should be part of the health insurance package presented as an option to employers by insurance companies and HMOs. This will not only mean a healthier and more productive employee, but should also reduce health care costs by reducing payouts to hospitals and doctors for treatment of obesity-related diseases. Local communities should be encouraged to form local health care networks that include representatives from local hospitals and clinics, doctors, health insurance agents and HMOs, city and county government, and the private sector. These networks would be responsible for developing alternative employee health care packages that include health and fitness programs, and establishing new or marketing existing health and fitness programs in the community for use by the members of the insurance groups. The GMP (Greene, Morgan and Putnam) Health Care Network has been formed to do something similar as was described.

## Inventory of Safe Routes to School Programs in Middle Georgia Region

Seeing a school child walk to school was a common site in the United States and Georgia not many years ago. As mentioned in the introduction of this document, now approximately 85 percent of all children between five and 15 are chauffeured to school either by a parent or bus driver. Why the sudden change? There is a perception that the environment from the home to school is not safe. There is more traffic on the roads, there is the lack of suitable pedestrian and bicycle and facilities and street safety amenities, and parents are concerned that their child may come across a stranger or even an acquaintance that may cause them harm. In addition, many students attend a school that is not within adequate walking and bicycling distance.

This reduction in exercise by school age children is part of the reason for the skyrocketing increase in obesity rates among this age group. The Center for Disease Control has conducted

many recent studies documenting this fact. Establishing a safe routes to school program in the region's school districts would be a step in the right direction in reducing this growing health risk.

In the Middle Georgia region, there are currently no active safe routes to school program in any of the eleven school districts. There are, however, many school districts in the country that have formed a team including school officials, parents, teachers, students, and local law enforcement personnel to establish a safe routes to school program and participate in the Annual Walk to School Day. By working together to find solutions to the local safety issues (one of which is the Walking School Bus), along with financial assistance from state, local and private sources and changes in new school placement policies are giving children new opportunities to walk and ride to school like their parents and grandparents had. The National Highway Traffic Safety Administration has recently published an easy-to-use safe route to schools program guide for local school systems. If it can be done in other parts of the country, it can happen in the State of Georgia and in particular, the Middle Georgia region.

If the Safe Routes to School Program is to be implemented in the Middle Georgia region, then where are the most likely locations that it should begin? During the inventory phase of this planning process, the RDC staff conducted interviews with many local school officials, and in those discussions the focus was on the location of the schools, where the students reside in reference to those schools, the school district's transportation policies and the reaction of the student's parents to their children walking or riding a bicycle to school. From these discussions, it was decided to eliminate the rural school districts where the schools are centralized in the small urban center of the county, but most of the children live in the rural area and must use the bus as their source of transportation or dropped off by their parents. One of the major urban centers in the region also established a policy to centralize all their schools including elementary, middle and high schools for financial reasons, and many of the children who attend these schools would have to come long distances and cross a dangerous intersection to reach them, thus making it unfeasible for bike and pedestrian traffic. Many of the parents have other safety concerns in addition to those related to walking and riding a bicycle that would have to be overcome if such a program is established in that locality.

With this in mind, it was decided to narrow the list of potential candidates for SRS pilot programs to the larger urban school districts in the region and where the neighborhood school concept is still the predominately used. In this case, it is the Bibb County and Houston County school systems. The Bibb County school system, however, has recently consolidated some of the elementary schools, constructed several schools in areas where bicycle and pedestrian accessibility would be difficult or in existing remote areas, has instituted the magnet school concept where students from all areas of the county not just the immediate neighborhood can attend, and the majority to minority transfer program. Despite these obstacles, it was felt that the Bibb County school system still offered potential for a SDS program in some of their schools.

With the decision to establish SRS pilot programs in the Bibb County and Houston County school system, more information was needed as to which schools offered the most potential based on the number of students that resided within a mile radius of the school. Using 2000 Census age distribution data and the specific GPS points of each school, the number of persons 5-9, 10-14 and 15-17 was identified for the respective elementary, middle and high school in Bibb and Houston Counties. Maps 12a and 12b show the location of the school and the mile

radius around that school. It is understood that this number has changed over the last five years, but this analysis presents the best picture available of the potential number of students that could participate in a SRS program in that school.

From this analysis, elementary and middle schools that had over 400 persons in the respective age range and high schools over 300 in the appropriate age range were identified as possible participants in the SRS pilot program, and those schools are shown below along with the number of persons in the respective age range that reside within one mile of the school.

**Bibb County**

<u>Name of School</u>	<u>Persons Residing Within Mile Radius</u>
Danforth Elementary	539
Alexander II Magnet	642
Hamilton Elementary	743
Riley Elementary	695
Rice Elementary	447
Brookdale Elementary	531
Vineville Academy	558
Burghard Elementary	600
Hartley Elementary	636
Ingram/Pye Elementary	885
Barden Elementary	875
Burdell Elementary	586
King Elementary	509
Burke Elementary	754
Williams Elementary	453
Miller Middle	540
Appling Middle	498
Central High School	331

**Houston County**

<u>Name of School</u>	<u>Persons Residing Within Mile Radius</u>
Westside Elementary	599
Shirley Hills Elementary	515
Russell Elementary	454
R.W. Lindsey Elementary	671
Pearl Stephens Elementary	569
Parkwood Elementary	670
Miller Elementary	431
Linwood Elementary	543
Warner Robins Middle	559
Northside Middle	562
Bert Rumble Middle	496
Northside High School	344

# NEEDS ASSESSMENT

Based on the existing conditions analysis presented in the last chapter, a needs assessment is presented under the following categories:

- ✚ Federal/State/Local Policies;
- ✚ Bicycle/Pedestrian Facilities Planning and Construction;
- ✚ Bicycle/Pedestrian Safety;
- ✚ Health and Fitness Programs Involving Walking and Bicycling;
- ✚ Promotion of Quality of Life and Economic Benefit of Bicycle/Pedestrian Facilities; and
- ✚ Safe Routes to School.

## Federal/State/Local Policies

### *Federal and Other National Policies*

- ✚ Federal Highway Administration pledges their continued support of bicycle and pedestrian transportation by:
  - Reissuing the 1999 directive “Bicycle and Pedestrian Provisions of Federal Aid Program,” and **requiring (not voluntarily)** all State Departments of Transportation and Metropolitan Planning Organizations to aggressively implement this directive in order to receive federal highway funds;
  - Preparing regular updates and status reports of the National Bicycling and Walking Study;
  - Expanding its production of literature-research reports, fact sheets and other materials for placement on the U.S. DOT website;
  - Continuing its sponsorship of the Pedestrian and Bicycle Information Center;
  - Expanding its relationship with the State DOT bicycle and pedestrian coordinators, American Association of State and Highway Transportation Officials (AASHTO) and the Institute of Transportation Engineers;
  - Expanding its support of the Safe Routes to School program and other bicycle/pedestrian safety programs; and
  - Setting a uniform standard for shoulder rumble strips that will be applied nationwide. (1) Shoulder rumble strips are to be used as a last resort; and (2) if and when warranted, SRS should only be placed at the locations of historical run off the road crashes and must meet AASHTO’s guidelines.
- ✚ National Highway Traffic Safety Administration pledges its continued support of bicycle and pedestrian transportation by:
  - Promoting its Safe Routes to School Toolkit through a coordinated effort with the Federal Highway Administration and state, regional, and local bicycle/pedestrian coordinators. Conduct research on the use and effectiveness of the toolkit and make modifications if necessary. Establish on the U.S. DOT website success stories throughout the country in implementing the toolkit.

- Coordinating with State DOT bicycle and pedestrian coordinators to implement the uniform vehicle code for bicycle and pedestrian transportation and enact other laws to improve the safety to bicyclists and pedestrians.
- ✚ The Center for Disease Control supports bicycle and pedestrian transportation by: (1) coordinating with the State DOT and regional bicycle and pedestrian coordinators in developing public education and awareness programs promoting walking and riding a bicycle to improve the health and well-being of youth, adults, and senior citizens; and (2) conducting research on the relationship of physical activity and the health and well-being of youth, adults, and senior citizens.
- ✚ Establish dialogue between the Georgia DOT Bicycle and Pedestrian Coordinator and AASHTO related to promoting the development of new bicycle and pedestrian facilities and the development of design and maintenance standards for bicycle and pedestrian facilities.
- ✚ Georgia DOT through the State Bicycle and Pedestrian Coordinator, the Georgia Department of Education, and the bicycle and pedestrian coordinators in the sixteen RDCs actively promotes and implements the national Safe Routes to School Initiative, in coordination with the U.S. Department of Transportation (Federal Highway Administration and the National Highway Traffic Safety Administration).

### *State of Georgia Policies*

- ✚ Georgia DOT dedicates funds exclusively for bicycle and pedestrian planning, physical facility construction and maintenance, marketing and outreach programs, and Safe Routes to School programs that are consistent with state, regional and local plans.
- ✚ Expand the Georgia Division of Public Health's role beyond the Georgia Cardiovascular Health Initiative in educating the general public on the importance of a regular physical activity program, particularly involving walking and riding a bicycle.
- ✚ Insurance Commissioner's office work with health insurance companies and HMOs serving the State of Georgia and local health care networks in establishing health maintenance plans for employer health benefit programs.

### *Local Policies*

- ✚ Include in the community agenda portion of the local comprehensive plans the development of a bicycle and pedestrian network along with supporting marketing and outreach programs.
- ✚ Develop amendments to local development ordinances that encourage the placement and usage of a bicycle and pedestrian network.

## Bicycle/Pedestrian Facilities Planning and Construction

- ✚ Connected system of bicycle routes serving major origin and destination points with the Middle Georgia region, including ancillary facilities.
- ✚ Shared-use trails serving major origin and destination points within the Middle Georgia region, including ancillary facilities.
- ✚ A “second tier” of bicycle routes that would provide access from residential areas to the connected regional system and support safe routes to school program.
- ✚ GPS sidewalk survey for the remainder of the communities.
- ✚ Suitable pedestrian access to downtown areas, transit routes, and other recommended community points of interest.
- ✚ Sidewalk maintenance program in every community in the region.
- ✚ Permanent bicycle and pedestrian planning functions in the local governments in the region, including the development of local bicycle/pedestrian plans that complement the regional plan.
- ✚ Permanent state and local funding for the planning, construction, and maintenance of bicycle/pedestrian facilities in the region.

## Bicycle/Pedestrian Safety

- ✚ Bicycle and pedestrian safety programs for children, adults, seniors and motorists.
- ✚ Utilize existing design guidelines developed for bicycle, pedestrian, and shared-use facilities.
- ✚ Maintenance standards for the regional bicycle, pedestrian, and shared-use systems.
- ✚ Tools to help law enforcement officers enforce bicycle and pedestrian safety traffic laws.
- ✚ Permanent state and local funding for the development and implementation of bicycle and pedestrian safety and training programs.

## Health and Fitness Programs Involving Walking and Bicycling

- ✚ New health and fitness programs for children, adults, and seniors in the region where walking and bicycling is emphasized in coordination with existing providers.
- ✚ Permanent state and local funding for the development and implementation of health and fitness programs for children, adults, and seniors.

## Safe Routes to School

- ✚ Establish pilot Safe Routes to School initiatives in Bibb County and Houston County with primary consideration given to the schools identified in the Existing Conditions section, including a Walking School Bus and participation in the annual Walk-to-School program.
- ✚ Permanent state and local funding for the Safe Routes to School initiatives.
- ✚ Coordinate construction of sidewalks and bicycle facilities and traffic control improvements with local school board plans for new construction.

## Promotion of Bicycle/Pedestrian Facilities, Safety, Health and Fitness Programs and Safe Routes to School

- ✚ Marketing and outreach campaign to promote the usage of the bicycle and pedestrian facilities in the region.
- ✚ Marketing and outreach campaign to promote the awareness and usage of the regional bicycle/pedestrian safety programs.
- ✚ Marketing and outreach campaign to promote the awareness and usage of the health/fitness programs where walking and bicycling is emphasized.
- ✚ Marketing and outreach campaign to promote the Safe Routes to School Initiative.

## Promotion of Quality of Life and Economic Benefit of Bicycle/Pedestrian Facilities

- ✚ Survey to determine the economic impact of bicycle and pedestrian facilities in the State of Georgia.
- ✚ Marketing and outreach campaign to generate understanding and appreciation of the importance of bicycle and pedestrian facilities and programs to the region's economy, environment, and quality of life.
- ✚ Communicate on a regular basis with Georgia DOT officials and board members and state/federal legislative delegation on various issues.

# VISION STATEMENT

The vision statement for the regional bicycle and pedestrian planning process as developed by the Regional Planning Advisory Committee is as follows:

**THE MIDDLE GEORGIA REGION WILL BECOME A PLACE WHERE PEOPLE CHOOSE TO MAKE WALKING, RUNNING, AND RIDING A BICYCLE A PART OF THEIR EVERYDAY LIVES BY DEVELOPING ASSESSIBLE, CONVENIENT, AND SAFE BICYCLE/MULTI-USE TRAILS AND ROUTES AND ROADS.**

## GOALS, OBJECTIVES AND PERFORMANCE MEASURES

Taking into consideration the above vision statement and the needs assessment presented in the previous section, goals, objectives and performance measures have been developed with input from the Regional Planning Advisory Committee for the following categories:

- ✚ Bicycle/Pedestrian Facilities Planning and Construction
- ✚ Bicycle/Pedestrian Safety
- ✚ Health and Fitness Programs Involving Walking and Bicycling
- ✚ Safe Routes to School
- ✚ Promotion of Bicycle/Pedestrian Facilities, Safety, and Health and Fitness Programs and Safe Routes to School
- ✚ Promotion of Quality of Life and Economic Benefit of Bicycle/Pedestrian Facilities

### Bicycle/Pedestrian Facilities Planning and Construction

**Goal:** Provide and maintain a safe, convenient, and accessible road network that accommodates bicycles for all users through the coordinated efforts of governmental agencies, the private sector, and the general public.

**Objective 1:** Construct a connected system of bicycle routes serving major origin and destination points within the Middle Georgia region, including ancillary facilities (bicycle parking and storage, lighting, landscaping, signing, pavement markings, and signalization that enhance the value, utility, and safety of the system) by 2020.

**Objective 2:** Plan and construct a “second tier” of bicycle routes that would provide access from residential areas to the connected regional system and support the safe routes to school program by 2020.

**Objective 3:** Establish permanent bicycle planning functions in the local governments in the region, including the development of local bicycle plans that complement the regional plan, and make recommendations in the local comprehensive plan and land use development regulations to encourage bicycle-friendly development by 2010.

**Objective 4:** Maintain on an on-going basis the Regional Planning Advisory Committee and related subcommittees to implement the regional bicycle and pedestrian plan to make periodic updates where needed.

**Objective 5:** Establish permanent State funding for the construction and maintenance of the regional bicycle routes that includes incentives to leverage private sector investment by 2007.

**Objective 6:** Establish permanent local funding of local bicycle plans that encourages leveraging of private sector funding by 2010.

**Goal:** Provide and maintain safe, convenient, and accessible shared-use trails for all users through the coordinated efforts of governmental agencies, the private sector, and the general public.

**Objective 1:** Construct shared-use trails serving major origin and destination points within the Middle Georgia region, including ancillary facilities (bicycle parking and storage, lighting, landscaping, signing, pavement markings, and signalization that enhance the value, utility, and safety of the system) by 2020.

**Objective 2:** Establish permanent shared-use trails’ planning functions in the local governments in the region, including the development of local shared-use trails plans that complement the regional plan, and make recommendations in the local comprehensive plan and the land use development regulations to encourage bicycle/pedestrian-friendly development by 2010.

**Objective 3:** Establish permanent State funding for the construction and maintenance of the regional shared-use trails that includes incentives to leverage private sector investment by 2007.

**Objective 4:** Establish permanent local funding for the implementation of local shared-use trails’ plans that encourages leveraging of private sector funding by 2010.

**Goal:** Provide and maintain safe, convenient, and accessible sidewalk network for the region’s communities through the coordinated efforts of governmental agencies, the private sector, and the general public.

**Objective 1:** Construct new sidewalks in the region to improve access to downtown areas, transit routes and other community points of interest by 2020.

**Objective 2:** Establish permanent sidewalk planning functions in the local governments in the region, including a GPS sidewalk survey database, sidewalk development plans, and recommendations in the local comprehensive plan and land development regulations to encourage bicycle/pedestrian-friendly development by 2010.

**Objective 3:** Establish and implement sidewalk maintenance plan for every community in the region based on the GPS sidewalk survey database by 2010.

**Objective 4:** Establish permanent State funding for the construction and maintenance of the local sidewalk networks that includes incentives to leverage private sector investment by 2007.

**Objective 5:** Establish permanent local funding for the implementation of local sidewalk development and maintenance plans that encourages leveraging of private sector funding by 2010.

#### **Performance Measures:**

- ✚ Number of miles of bicycle facilities and shared-use trails constructed and in use that connect regionally designated origins and destinations.
- ✚ Number of miles of new sidewalks constructed and in use.
- ✚ Number of miles of sidewalks repaired based on local maintenance plans.
- ✚ The number of local jurisdictions that have developed local bicycle and pedestrian plans.
- ✚ The number of local jurisdictions that have amended their land development codes to make them more bicycle and pedestrian friendly.
- ✚ The number of projects in the Regional Bike-Pedestrian Plan implemented as the result of efforts by the Regional Planning Advisory Committee.
- ✚ The number of updates of the Regional Bike-Pedestrian Plan prepared by the Regional Planning Advisory Committee over a ten-year period.
- ✚ The establishment of permanent State funding for the construction and maintenance of the regional bicycle and shared-use trails system and local sidewalk networks.
- ✚ The number of local jurisdictions that have established a permanent local funding for implementing their bicycle, shared-use, and sidewalk plans.

## **Bicycle/Pedestrian Safety**

**Goal:** Promote and encourage safe bicycle and pedestrian travel in the Middle Georgia region through effective bicycle and pedestrian safety education and training, design and maintenance standards, and the application and enforcement of the rules of the road.

**Objective 1:** Based on the existing inventory of bicycle safety education and training programs in the region, establish new programs for children and teens (ages 1-5, ages 5-

8, ages 9-12 and ages 13-17), adults, seniors, and motorists where needed in the region by 2007.

**Objective 2:** Based on the existing inventory of pedestrian safety education and training programs in the region, establish new programs for children, adults, seniors, and motorists where needed in the region by 2007.

**Objective 3:** Utilize design standards for bicycle, pedestrian, and shared-use facilities developed by AASHTO and Georgia DOT that create a feeling of safety and meet accessibility requirements while at the same time taking into consideration cost feasibility by 2005.

**Objective 4:** Establish a set of standards to adequately maintain the regional bicycle, pedestrian, and multi-use system in order to ensure its safety and usability by 2008.

**Objective 5:** Establish a task force of law enforcement officials in the Middle Georgia region to create tools to help law enforcement officers enforce bicycle- and pedestrian-safety traffic laws by 2005.

**Objective 6:** Establish permanent State funding for the development and implementation of bicycle and pedestrian safety education and training programs that includes incentives to leverage private sector investment by 2007.

**Objective 7:** Establish permanent local funding for the development and implementation of bicycle and pedestrian safety education and training that encourages leveraging of private sector and foundation funding by 2010.

#### **Performance Measures:**

- ✚ The number of new bicycle safety education and training programs established in the region.
- ✚ The number of participants in bicycle safety education and training programs in the region.
- ✚ The number of pedestrian safety education and training programs established in the region.
- ✚ The number of participants in pedestrian safety education and training programs in the region.
- ✚ The percent reduction of bicycle and pedestrian accidents, including both traffic and non-traffic sites.

## **Health and Fitness Programs Involving Walking and Bicycling**

**Goal:** Promote better health and fitness of the region's population through walking and riding a bicycle.

**Objective 1:** Establish new programs for children, adults, and seniors in the region where needed and in coordination with existing providers by 2007.

**Objective 2:** Establish permanent State funding for the development and implementation of health and fitness programs for children, adults, and seniors that includes incentives to leverage private sector investment by 2007.

**Objective 3:** Establish permanent local funding for the development and implementation of health and fitness programs for children, adults, and seniors that encourages leveraging of private sector and foundation funding by 2010.

### **Performance Measures:**

- ✚ The number of new health and fitness programs established in the region emphasizing walking and riding a bicycle.
- ✚ The percent of adolescents who engage in vigorous walking or bicycle riding three or more days per week for 20 or more minutes per occasion.
- ✚ The percent of adults who engage in vigorous walking or bicycle riding three or more days per week for 20 or more minutes per occasion.
- ✚ Proportion of trips made by walking.
- ✚ Proportion of trips made by bicycle.

## **Safe Routes to Schools**

**Goal:** Promote and encourage safe bicycle and pedestrian travel to the schools in the Middle Georgia region that integrates health, fitness, traffic relief, and environmental awareness.

**Objective 1:** Establish a pilot Safe Routes to School (SR2S) program in each Middle Georgia school system that utilizes the four-approach system and the toolkit developed by the National Highway Traffic Safety Administration or the Center for Disease Control by 2007, in coordination with local school and college/university administrations, parent-teacher associations, and law enforcement and transportation management officials.

**Objective 2:** Initiate a Walking School Bus in each Middle Georgia school system by 2006.

**Objective 3:** Establish a Walk-to-School Day program in each Middle Georgia school system by 2006.

**Objective 4:** Coordinate with other stakeholders to establish a permanent State funding source for Safe Routes to School programs in Georgia by 2007.

## Performance Measures:

- ✚ The number of school systems in the Middle Georgia region that establish a pilot Safe Routes to School program by 2007.
- ✚ The number of schools in the Middle Georgia region that are implementing a Walking School Bus by 2006.
- ✚ The number of schools in the Middle Georgia region that have an established Walk-to-School Day program by 2006.
- ✚ The establishment of a permanent State funding source for Safe Routes to School programs by 2007.
- ✚ The number of counties that have established a permanent local funding source for the Safe Routes to School programs by 2010.
- ✚ The percent of all children in the Middle Georgia region between the ages of 5 and 15 that walk or ride a bike to school (before and after instituting a Safe Routes to School program).
- ✚ The percent of parents surveyed that once chauffeured their children to school and now allow them to walk/ride to school whose school is part of a Safe Routes to School program.
- ✚ Using “walkability audits,” the number of serious hazards encountered on the way to school.
- ✚ The number of miles walked or ridden by bike by participants in a Safe Routes to School Program

## Promotion of Bicycle/Pedestrian Facilities, Safety and Health and Fitness Programs and Safe Routes to School

**Goal:** Promote the usage of the regional and local bicycle, sidewalk, and multi-use trails that have been constructed; regional safety and health/fitness programs; and safe routes to school programs through a variety of marketing and outreach tools.

**Objective 1:** Develop a series of brochures that promote the regional and local bicycle, sidewalk, and multi-use trails that have been constructed; regional safety and health/fitness programs that been established; and local safe routes to school programs that have been formed beginning in 2007.

**Objective 2:** Establish a webpage for the Regional Bicycle and Pedestrian Plan that provides the general public information on the most recent update to the regional plan, regional bicycle and pedestrian facilities, regional safety and health/fitness programs, and regional safe routes to schools programs by 2005.

**Objective 3:** Develop a plan that makes the best use of the media (radio, TV, newspaper, and cable) in promoting the usage of the regional and local bicycle, sidewalk, and multi-use trails, regional safety and health/fitness programs, and safe routes to school programs by 2005.

**Objective 4:** Establish permanent State funding for brochures, web site development, and other promotional materials that include incentives for private sector investment by 2007.

**Objective 5:** Establish permanent local funding for brochures, web site development, and other promotional materials that encourages leveraging of private sector and foundation funding by 2010.

**Performance Measures:**

- ✚ The number of brochures distributed.
- ✚ The number of “hits” to the Regional Bike-Pedestrian webpage.
- ✚ The number of newspaper articles about bicycle/pedestrian facilities and programs.
- ✚ The number of radio and TV interviews and stories about bicycle/pedestrian facilities and programs.
- ✚ The number of media productions on bicycle/pedestrian facilities and programs broadcasted on local cable and TV.

## Promotion of Quality of Life and Economic Benefit of Bicycle/Pedestrian Facilities

**Goal:** Expand the general public’s awareness of the positive economic, social, and environmental benefits that are derived from the development of bicycle and pedestrian facilities and programs.

**Objective 1:** Develop a marketing and outreach campaign using brochures, internet, media, and other effective tools to generate understanding and appreciation of the importance bicycle and pedestrian facilities and programs play in the region’s economy, environment, and overall quality of life by 2005.

**Objective 2:** Establish a process to communicate on a regular basis with the Georgia DOT Commissioner, Georgia DOT Board members, and the state/federal legislative delegation on the importance of bicycle and pedestrian facilities and programs to the communities in the region, the status of the regional bicycle and pedestrian planning and facility development program, and the financial needs to implement the local and regional systems by 2005.

**Objective 3:** Conduct a survey to determine the economic impact of bicycle and pedestrian facilities in the State of Georgia by 2007, and regularly update the study to determine changes over time.

**Performance Measures:**

- ✚ The number of brochures distributed.
- ✚ The number of “hits” to the Regional Bike-Pedestrian webpage.

- ✦ The number of newspaper articles about the bicycle/pedestrian facilities and programs' impact on the economy, environment, and overall quality of life.
- ✦ The number of radio and TV interviews and stories about the bicycle/pedestrian facilities and programs' impact on the economy, environment, and overall quality of life.
- ✦ The number of media productions on the bicycle/pedestrian facilities and programs' impact on the economy, environment, and quality of life broadcasted on local cable and TV.
- ✦ Number of meetings held, phone calls made, and letters written to GDOT Commissioner, Georgia DOT Board members, and state/federal legislative delegation.
- ✦ Changes in the economic impact over period of years based on state survey results.

# **BICYCLE AND PEDESTRIAN FACILITIES PLANS FOR THE MIDDLE GEORGIA REGION**

This section represents a culmination of months of work by the RDC staff and representatives from the Regional Planning Advisory Committee, the Milledgeville-Baldwin County Planning Advisory Committee, and the Eatonton-Putnam County Planning Advisory Committee. Bicycle/Pedestrian facility plans have been prepared for the entire Middle Georgia region, Bibb County, Houston County, City of Perry, City of Byron, Baldwin County/City of Milledgeville and Putnam County/City of Eatonton. Maps 13-21 illustrate these facility plans. Both the proposed long-range and five-year plans are presented. With the outstanding assistance from the Eatonton Better Hometown Program, a downtown Eatonton sidewalk improvement plan was prepared. The Eatonton Sidewalk Improvement Plan is shown on Map 22. In addition to meeting with the planning advisory committees noted above and the Eatonton Better Hometown Program, the RDC staff met with representatives from Macon-Bibb County Parks and Recreation Department and the Macon Area Transportation Study, City of Perry, City of Centerville, City of Warner Robins, Houston County, Warner Robins Area Transportation Study, City of Byron, and the Peach County Recreation Department.

The RDC staff also obtained copies and reviewed all of the major plans that have been prepared in the region that reference bicycle and pedestrian facilities. A summary of the plans and data review for this study is presented in the Appendix. These plans were incorporated into the recommended facility plans as much as feasible based on discussions with the respective planning advisory committees and community representatives.

The narrative below summarizes the key features of each of the facility plans and in some cases, provides some insight into the decision-making process for the recommended improvements.

## **Middle Georgia Service Area 6 Bicycle/Pedestrian Facilities Plan**

In developing the Regional Bicycle/Pedestrian Facilities Plan, the Planning Advisory Committee kept the following principles in mind:

- ✚ To begin with the three State routes and establish “spurs” off these routes to either connect with other major points of destination in the region and outside the region or bypass hazardous sections of the route, such as Hwy. 41 in Macon-Bibb County and Houston County; and
- ✚ To continue with a successful project, and build momentum from it to construct something similar in other areas.

With these two in mind, the Regional Planning Advisory Committee recommends the following bicycle/pedestrian facilities for the Middle Georgia region as displayed on Map 13 and Table 9a.

### **Central Route Corridor - #15:**

The State Central Route Corridor #15 follows its current route until it reaches southern Monroe County and northern Bibb County. From there, several loops are created; one to bypass the major congested areas in Macon and run along several scenic roadways in southern Monroe and western Bibb Counties with a connection to Lake Tobesofkee and into Crawford and Peach Counties where it enters Byron; one that connects with Bass Road and the proposed Western Loop highway project and heads south where it connects with the above spur; and the final spur heads north on Bass Road and establishes a connection with the proposed expansion of the Ocmulgee Heritage Shared-Use Trail.

From Byron (which will be a major bicycle route hub), several spur routes are recommended; one along Hwy. 42 west to Hwy. 80, one along Hwy. 49 to Fort Valley where it connects to Hwy. 96 and the TransGeorgia Corridor Route #40), one along Moseley Road to Hwy. 49, and finally along White Road to Hwy. 41 where the Central Route continues south to the City of Perry to connect with their proposed shared-use trail system. South of Perry it continues on a rural section of Hwy. 41 to the Houston County/Dooly County line. Another portion of the White Road spur connects with the expansion of the greenway shared-use trail system in Houston County, which then intersects with a bike lane facility on Hwy. 247, and after a short run on that road, connects with Hwy. 96 and the TransGeorgia Corridor.

Another important spur of this route begins in Forsyth where it runs east along Juliette Road. This provides a connection to the beautiful Lake Juliette and the community of Juliette. From there, the spur follows the route of the proposed scenic by-way in Jones County through the City of Gray where it terminates at the planned rails-to-trails shared-use facility connecting Macon and the City of Milledgeville.

### **TransGeorgia Corridor - #40**

The Planning Advisory Committee kept this route mostly the same with the exception of several scenic spurs east and west of the City of Fort Valley in Peach County.

### **March to the Sea Corridor - #35**

The Regional Bicycle/Pedestrian Facilities Plan maintains the existing March to the Sea Corridor route until it reaches Hwy. 22 in the City of Milledgeville. In an attempt to avoid the dangerous intersection at the Hwy. 22 and Hwy. 41 Bypass, but still provide a connection to downtown Milledgeville, Georgia State College and University campus, Georgia Military College, and the proposed Oconee River Greenway, a spur has been recommended both by the Regional Planning Advisory Committee and the Baldwin County/Milledgeville Planning Advisory Committee. This spur turns onto Blandy Road from Hwy. 22 past several public schools and the GSC&U West Campus to Hwy. 49. It then turns west onto the proposed Downtown-West Campus Connector. Past the Oconee River Bridge, it continues on Hwy. 22/24 until the split and then follows Hwy. 24 to Deepstep Road in extreme eastern Baldwin County where it then enters Washington County on its way to Sandersville.

Several other notable spurs off this route include: south of the Eatonton Bypass along Hwy. 441 until it reaches Pea Ridge Road. A proposed bike lane facility is recommended along Pea Ridge

Road from its intersection of Hwy. 441 to Hwy. 44 near Lake Oconee. This provides an excellent bicycle transportation connection between the major growth areas along Lake Sinclair and Lake Oconee.

The second and an important interregional spur being proposed is a shared-use facility beginning at the intersection of Hwy. 441/Hwy. 16 in downtown Eatonton, then continuing along Hwy. 16 until the Hwy. 16/Hwy. 44 split, then continuing along Hwy. 44 past Lake Oconee and into Greene County where it terminates at I-20. There is a possibility that this route may be extended into downtown Greensboro where several major transportation enhancement projects have either been completed or are underway. This project has been closely coordinated with the Northeast Georgia RDC and is included in their regional bicycle/pedestrian plan.

The final spur off the March to the Sea Corridor is one that heads northeast on Hwy. 212 from its intersection at Hwy. 129. This is to connect with a project being proposed by the Northeast Georgia RDC in their regional plan.

### **Ocmulgee Heritage Shared-Use Trail and Connection to Western Loop**

Since its opening several years ago, the Ocmulgee Heritage Shared-Use Trail that currently runs from the Otis Redding Bridge to the Shirley Hills subdivision (will soon connect with Central City Park) has not only been an outstanding public facility for the Middle Georgia region, but also has gained popularity among Middle Georgia residents as great place to gain much needed exercise and relaxation. The ultimate goal is to extend this facility north to Juliette Bridge in Monroe County south to Hawkinsville, but that will take many years to reach fruition. The aim of the Regional Planning Advisory Committee was to take advantage of growing usage of this facility, connect it with one of the fastest growing residential areas in the region (northern Bibb County and southern Monroe County) and the largest employer of the region--Robins Air Force Base, while at the same time keeping true to the ultimate termini of the project. It is with this thought that the Regional Planning Advisory Committee proposes an extension of the Ocmulgee Heritage Trail in the short-term from its current northern terminus to an approximate alignment with Bass Road. The connection to Bass Road would be via another shared-use facility. It would proceed south from its existing southern terminus to just north of Echeconnee Creek where the shared-use trail would continue west and end at Hwy. 247. In the vicinity of the Bibb County/Houston County line, the facility would continue as a bike lane to where it intersects with the main entrance to Robins Air Force Base. The bike lane would continue south to Hwy. 96 and the TransGeorgia Route Corridor.

### **Oconee River Greenway**

In hopes of constructing a facility along the beautiful Oconee River similar to the one along the Ocmulgee River, the Oconee Greenway Authority was formed. Plans have been prepared to take advantage of the corridor's rich scenic and historic qualities through the development of a series of trails and overlooks that would extend from Lake Sinclair in the north to the Balls Ferry area in Wilkinson County to the south. There is a multi-county effort underway to establish a state park at Balls Ferry. In the short-term, work on the greenway facility will focus in and around the Oconee River bridge with the extensions north and south in later years. The Oconee River Greenway will have a connection to the proposed Downtown-West Campus Connector, which

will provide an attraction to tourists, college students, facility and staff, and bicycle enthusiasts coming from other areas of the region and state.

### **Rails-to-Trails Shared Use Facility**

On the drawing board and the dreams and aspirations for many for over 30 years, the Regional Planning Advisory Committee has made the establishment of a rail-to-trails shared-use facility between Macon and Milledgeville as one of its top priorities over the next five years and in the foreseeable future. This facility would not only connect the two communities, but would be planned to connect with Ocmulgee Heritage Trail and Milledgeville's Downtown-West Campus Connector via Blandy Road. The latter is significant since the Connector would be as described above a link to the Oconee River Greenway.

### **Other Significant Facilities in Regional Plan**

There are several other significant bicycle/pedestrian facilities that are recommended in the Regional Bicycle/Pedestrian Facilities Plan. Two facilities are identified in the Wilkinson County Recreation Plan to connect several county parks and the proposed Balls Ferry State Park; one is located off Hwy. 57 east of Irwinton and the other is along Hwy. 57 between Irwinton and the Oconee River (Balls Ferry area). The Middle Georgia RDC has coordinated with the Heart of Georgia-Altamaha RDC to insure the continuation of this route into Johnson County and beyond in their regional bicycle/pedestrian plan. The other facility is a bike lane along the proposed scenic byway on Hwy. 112 between Allentown and Milledgeville.

## **Bibb County Bicycle/Pedestrian Facilities Plan**

This plan as shown on Map 14 incorporates the existing and planned facilities and recommendations identified in the *Macon-Bibb County Bikeways & Pedestrian Plan* along with the proposed improvements to the Central Georgia Corridor - #15 and the Ocmulgee Heritage Trail outlined in the narrative above. Table 9b presents the facility type and implementation timetable for each of the planned facilities.

## **Houston County Bicycle/Pedestrian Facilities Plan**

Map 15 identifies all of the improvements noted under the Regional Bicycle/Pedestrian Plan for Houston County, along with several other proposed bike lane facilities. In addition, sidewalk improvements that are being funded by a recent SPLOST referendum have been included in this facilities plan.

## City of Perry Bicycle/Pedestrian Facilities Plan

One of most ambitious bicycle/pedestrian facilities efforts is being proposed in the City of Perry. As was illustrated in the Existing Conditions Section, the City of Perry has an adequate sidewalk network that covers a large portion of community. The City of Perry wants to replace this with a network of shared-use paths (see Map 16) that encompass the entire community and provides outstanding access to all of its key activity centers, including the downtown and historic residential area and the Georgia Ag Center.

## City of Byron Bicycle/Pedestrian Facilities Plan

The discussion on the Regional Bicycle/Pedestrian Facilities Plan revealed that the City of Byron will become a major bicycle facility hub, and Map 17 shows these facilities in more detail. The focus of the City of Byron and the local Better Hometown Program in the near future will be to improve pedestrian access to their downtown area and to the public schools and park off of White Road. Map 17 presents the location of these new sidewalk facilities. In addition, representatives from the City of Byron would also like to see in the long-range, the development of a shared-use facility from where the sidewalks end on White Road across the interstate bridge to a large residential subdivision currently under development.

## City of Milledgeville/Baldwin County Bicycle/Pedestrian Facilities Plan

Milledgeville and Baldwin County were one of two communities selected by the Middle Georgia RDC staff to participate in a pilot local bicycle/pedestrian plan. This plan and the one for Eatonton-Putnam County would be used as an example for other communities in the Middle Georgia region to follow. The presence of Lake Sinclair, Georgia State College and University, Georgia Military College, an active Main Street Program with a plan to improve the streetscape in the downtown and surrounding areas, an active historic preservation program, and the establishment of the Oconee Greenway Authority make this a suitable area for a pilot program.

The RDC staff began this pilot program by creating a Planning Advisory Committee that first included the representatives from Milledgeville and Baldwin County that were on the Regional Planning Advisory Committee. The membership on the PAC was later expanded to include other stakeholders. Numerous meetings were held with the local PAC to identify short- and long-range bicycle/pedestrian improvements. The culmination of these discussions is illustrated on Map 18.

The priorities of the local PAC were to serve the growing residential areas of the unincorporated area of the County (southeast and southwest and along Lake Sinclair), begin the development of the rail-to-trail project from Milledgeville to Macon, and to establish a signature project in the

City of Milledgeville that would connect the Oconee Greenway, downtown, Georgia Military College and the two campuses of Georgia State College and University. The latter project was later called the Downtown-West Campus Connector and is presented on Map 19. Representatives from the local PAC spent two days in August and walked the entire route of the Connector noting potential facilities. The GDOT District 2 Planning and Programming Engineer provided the local PAC with an extensive amount of data on the route which helped them formulate their final decisions.

## City of Eatonton/Putnam County Bicycle/Pedestrian Facilities Plan

The second pilot local bicycle/pedestrian facilities plan was conducted in Eatonton/Putnam County. As with the program in Milledgeville-Baldwin County, the Middle Georgia RDC staff formulated a local Planning Advisory Committee. Many of the individuals who served on this PAC were actively involved in the designation of the Historic Piedmont Scenic Byway and were also bicycle enthusiasts, thus having an outstanding awareness and understanding of bicycle/pedestrian needs of the community. The priorities outlined by the local PAC on what they would like to see in the plan were: improved access to downtown Eatonton since this community is part of the Better Hometown Program; improved access from a major residential area south of the downtown area to the Hwy. 44/129 Industrial Park; access between Lake Oconee and Lake Sinclair and the City of Eatonton to both lakes; and access along the new scenic byway and scenic spurs off this route to entice usage by visitors to the community. The improvements the local PAC recommended to accommodate these needs are displayed on Maps 20-21.

The signature project of the local PAC is the development of a shared-use trail/sidewalk system that would begin on Hwy. 16 in downtown Eatonton and head east to the Hwy. 16/44 split; from there, it would be strictly a shared-use trail along Hwy. 44 past Lake Oconee, Reynolds Plantation onto I-20 in Greene County just south of Greensboro. This project is tied closely with several GDOT construction projects in the corridor. The community has received a commitment from GDOT to fund most of the construction costs for the shared-use trail/sidewalk project. This would be a tremendous asset to the City of Eatonton, Putnam County, and residents along Lake Oconee, in particular Reynolds Plantation and Greene County. This is a possibility that the shared-use project may be expanded to the City of Greensboro to tie into several transportation enhancement projects either completed or underway. The Middle Georgia RDC and the Northeast Georgia RDC are working very closely on the planning of this project.

The Eatonton Better Hometown Program has had a strong desire to improve bicycle and pedestrian access both to and within the downtown area. They showed their commitment to this end by participating in two activities. The first activity involved members of the BHP's Design Committee in which they took information from the GPS sidewalk survey and walked most of the segments shown on the database. They made specific notes as to the sidewalk conditions and other obstacles. From that research, they identified priority segments which needed improvements, the types of improvements needed for that segment, the year the improvement should be completed, and the estimated total cost of the improvements over the next five years.

This recommendation was the basis of a project listed in the Five-Year Implementation Strategy that will be discussed in the next section of this report. Map 22 presents the City of Eatonton Downtown Sidewalk Improvement Plan.

The second activity took place in October 2004 with representatives from the Design Committee, Middle Georgia RDC, and Georgia DOT District 2 Office. A walking survey was conducted throughout the entire downtown and the historic residential district to determine if new bicycle facilities could be satisfactorily accommodated. After carefully walking the area, taking numerous measurements, reviewing parking needs and numerous alternatives, it was the consensus of all present on the survey that no new bicycle facilities could be properly accommodated, and the shared lane was the best alternative for bicycle use in this area.

## Bicycle/Pedestrian Facility Guidelines

The Georgia DOT uses the *Guide for the Development of Bicycle Facilities* and the recently approved *Pedestrian & Streetscape Guide* in establishing the design for bicycle/pedestrian facilities along the State Highway system. It is proposed that these two guides be used for all projects identified in the Middle Georgia Service Area 6 Bicycle/Pedestrian Facilities Plan.

**Table 9a  
Middle Georgia Service Area 6  
Bicycle/Pedestrian Facilities Plan**

<b>Route Description</b>	<b>Facility Type</b>	<b>Implementation Timetable</b>
<b>Central Route Corridor - Main Branch</b>		
US 41 from Lamar County Line to Estes Road in Monroe County	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long -Range</b>
Estes Road in Monroe County from US 41 to Thomaston Road in Bibb County	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
Thomaston Road from Estes Road to Bonner Gilbert Road	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
Bonner Gilbert Road from Thomaston Road to Hopewell Road	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
Hopewell Road from Bonner Gilbert Road to Eisenhower Parkway	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
Eisenhower Parkway from Hopewell Road to Bethel Church Road	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
Bethel Church Road from Eisenhower Parkway to Fulton Mill Road	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
Fulton Mill Road from Bethel Church Road to Peach County Line	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
Boy Scout Road from Peach County Line to Byron City Limit	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
Boy Scout Road/Robinson Street/E. Heritage Street in Byron from City Limit Line to Main Street	<b>Signage</b>	<b>Short-Term</b>
	<b>Shared Roadway</b>	<b>Short-Term</b>
Jailhouse Alley/White Road from Main Street to Linda Drive	<b>Shared Roadway</b>	<b>Short-Term</b>
	<b>Sidewalks</b>	<b>Short-Term</b>
White Road from Linda Drive to Oak Road	<b>Signage</b>	<b>Short-Term</b>
	<b>Shared-use Trail</b>	<b>Long-Term</b>

**Table 9a  
Middle Georgia Service Area 6  
Bicycle/Pedestrian Facilities Plan**

White Road from Oak Road to US 41 in Houston County	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
US 41 from White Road to north Perry City Limits	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
US 41 from Perry City Limits to Georgia Agri-Center	<b>Shared-use Trail</b>	<b>Short-Term</b>
US 41 from Georgia Agri-Center to Dooly County Line	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
<b>Central Route Corridor - Spur #1</b>		
US 41 from Estes Road to Rivoli Drive	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
Rivoli Drive in Monroe County from US 41 to Bass Road in Bibb County	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
<b>Central Route Corridor - Spur #2</b>		
From Ocmulgee Heritage Trail Extension to Bass Road/SR 87	<b>Shared-Use Trail</b>	<b>Short-Term</b>
Bass Road from SR 87 to Foster Road/Zebulon Road	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
	<b>Sidewalks</b>	<b>Long-Term</b>
Foster Road from Zebulon Road to Tucker Road	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
	<b>Sidewalks</b>	<b>Long-Term</b>
Tucker Road from Foster Road to Thomaston Road/Heath Road	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
	<b>Sidewalks</b>	<b>Long-Term</b>
Heath Road from Thomaston Road to Fulton Mill Road	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
	<b>Sidewalks</b>	<b>Long-Term</b>
Fulton Mill Road from Heath Road to Bethel Church Road (connects to main branch)	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>

**Table 9a  
Middle Georgia Service Area 6  
Bicycle/Pedestrian Facilities Plan**

<b>Central Route Corridor - Spur #3</b>		
Hwy 42 from Hwy 49 in Byron to US 80 in Roberta (Crawford County)	<b>Bike Lane and Signage</b>	<b>Long-Term</b>
Hwy 80 from Downtown Roberta to the Upson County Line	<b>Bike Lane and Signage</b>	<b>Long-Term</b>
<b>Central Route Corridor - Spur #4</b>		
Moseley Road in Byron from Main Street to Hwy 49	<b>Bike Lane and Signage</b>	<b>Long-Term</b>
Hwy 49 from Moseley Road to Hwy 96 in Fort Valley	<b>Bike Lane and Signage</b>	<b>Long-Term</b>
<b>Central Route Corridor - Spur #5</b>		
Hwy 49 from White Road to Moseley Road	<b>Bike Lane and Signage</b>	<b>Long-Term</b>
<b>Central Route Corridor - Spur #6</b>		
Greenway Trail in Houston County from Hwy 41 to Hwy 247	<b>Shared-Use Trail</b>	<b>Central Section-Short-Term; Northern and Southern Sections- Long Range</b>
Hwy 247 from Greenway Trail to Hwy 96	<b>Bike Lane and Signage</b>	<b>Long-Term</b>
<b>Central Route Corridor - Spur #7</b>		
Tift Drive from Hwy 41 to Juliette Road	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
Juliette Road from Tift Drive to Round Oak-Juliette Road in Jones County	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
Round Oak-Juliette Road from Ocmulgee River Bridge to Hwy 11	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
Hwy 11 from Round Oak -Juliette Road to Cumslo Road in Gray	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
Cumslo Road from Hwy 11 in Gray to Proposed Rails-to-Trails Facility	<b>Bike Lane and Signage</b>	<b>Long-Term</b>
<b>TransGeorgia Corridor - Main Branch</b>		

**Table 9a  
Middle Georgia Service Area 6  
Bicycle/Pedestrian Facilities Plan**

Hwy 96 from Taylor County Line to Hwy 358 in Twiggs County	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
Hwy 358 from Hwy 96 to Hwy 80 in Wilkinson County	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
Hwy 80 from Hwy 358 to Laurens County Line	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
<b>TransGeorgia Corridor - Spur #1</b>		
River Road from Hwy 96 in Crawford County to Hwy 49 in Peach County	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
Hwy 49 from River Road to Hwy 96	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
<b>TransGeorgia Corridor - Spur #2</b>		
Buckeye Road from Hwy 96 to Borders Road	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
Borders Road from Buckeye Road to Hwy 96	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
<b>March to Sea Corridor - Main Branch</b>		
Hwy 441 from Morgan County Line to Harris Street in City of Eatonton	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
Hwy 441 from Harris Street to E. Sumter Street (Hwy 16)	<b>Signage</b>	<b>Short-Term</b>
	<b>Shared Roadway</b>	<b>Long-Term</b>
Hwy 441 from E. Sumter Street to Hwy 441/129 Split	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
Hwy 129 from Hwy 441 to Hwy 212	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
Hwy 212 from Hwy 129 to Hwy 22 in City of Milledgeville	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>

**Table 9a  
Middle Georgia Service Area 6  
Bicycle/Pedestrian Facilities Plan**

Hwy 22 from Hwy 212 to Blandy Road	Signage	Short-Term
	Bike Lane	Long-Term
Blandy Road from Hwy 22 to Hwy 49	Bike Lane and Signage	Short-Term
	Sidewalks	Short-Term
Hwy 49 from Blandy Road to Proposed Downtown-West Campus Connector	Bike Lane and Signage	Short-Term
	Sidewalks	Short-Term
Hwy 22/24 at Oconee River Bridge from Downtown-West Campus Connector to Hwy 24 Split	Bike Lane and Signage	Short-Term
Hwy 24 from the Hwy 22/24 Split to Deepstep Road	Signage	Short-Term
	Bike Lane	Long-Term
Deepstep Road from Hwy 24 to Washington County Line	Signage	Short-Term
	Bike Lane	Long-Term
<b>March to the Sea Corridor - Spur #1</b>		
Hwy 16 from Hwy 142 to Hwy 441 Bypass	Signage	Short-Term
	Bike Lane	Long-Term
Hwy 16 from Hwy 441 Bypass to Madison Avenue in City of Eatonton	Signage	Short-Term
	Bike-Lane	Long-Term
Hwy 16 from Madison Avenue to Jefferson Street (US 441)	Signage	Short-Term
	Shared Roadway	Long-Term
Hwy 16 from Hwy 441 to Hwy 16/44 Split	Shared-Use Trail (one side of street)	Short-Term
	Sidewalks (one side of street)	Short-Term
Hwy 16 from Hwy 16/44 Split to Hancock County Line	Signage	Short-Term
	Bike Lane	Long-Term
<b>March to the Sea Corridor - Spur #2</b>		
Hwy 44 from Hwy 16/44 Split to Greene County Line	Shared-Use Trail	Short-Term
<b>March to the Sea Corridor - Spur #3</b>		

**Table 9a  
Middle Georgia Service Area 6  
Bicycle/Pedestrian Facilities Plan**

Hwy 441 in Eatonton from Hwy 441/129 Split to Lake Sinclair	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
<b>March to the Sea Corridor - Spur #4</b>		
Pea Ridge Road from Hwy 441 to Hwy 16	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
Old Phoenix Road from Hwy 16 to Hwy 44	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
<b>March to the Sea Corridor - Spur #5</b>		
Hwy 212 in Putnam County from Hwy 129 to Jasper County Line	<b>Signage</b>	<b>Short-Term</b>
	<b>Bike Lane</b>	<b>Long-Term</b>
<b>March to the Sea Corridor - Spur #6</b>		
Lake Laurel Road/Ingram Road from Hwy 22/24 to Sinclair Dam Road	<b>Bike Lane and Signage</b>	<b>Long-Term</b>
<b>March to the Sea Corridor - Spur #7</b>		
Kings Road from Hwy 22/24 to Hwy 24	<b>Bike Lane and Signage</b>	<b>Long-Term</b>
<b>March to the Sea Corridor - Spur #8</b>		
Stembridge Road from Kings Road to Hwy 24	<b>Bike Lane and Signage</b>	<b>Long-Term</b>
<b>March to the Sea Corridor - Spur #9</b>		
Hwy 112 from Hwy 80 in Allentown to Elbert Street in City of Milledgeville	<b>Bike Lane and Signage</b>	<b>Long-Term</b>
Elbert Street from Hwy 112 to Proposed Downtown-West Campus Connector	<b>Bike Lane and Signage</b>	<b>Long-Term</b>
<b>Ocmulgee Heritage Trail</b>		
From Ocmulgee River Bridge at Round Oak-Juliette Road in Jones County to Proposed Bass Road Connector in Bibb County	<b>Shared-Use Trail</b>	<b>Long-Term</b>

**Table 9a  
Middle Georgia Service Area 6  
Bicycle/Pedestrian Facilities Plan**

From Proposed Bass Road Connector to its Current Northern Terminus in Shirley Hills area in Macon	Shared-Use Trail	Short-Term
Current Southern Terminus at Central City Park in Macon to Just North of Echeconnee Creek then to Hwy 247 near Bibb/Houston County Line	Shared-Use Trail	Short-Term
Hwy 247 from Bibb/Houston County Line to Entrance to Robins AFB	Signage	Short-Term
	Bike Lane	Long-Term
Hwy 247 from Entrance to Robins AFB to Southern Terminus to Houston County Greenway Trail	Signage and Bike Lane	Long-Term
Hwy 96 in Houston County to Hwy 341 in City of Hawkinsville	Shared-Use Trail	Long-Term
<b>Oconee River Greenway</b>		
Montgomery Street to Franklin Street in City of Milledgeville	Shared-Use Trail	Short-Term
Montgomery Street to Lake Sinclair	Shared-Use Trail	Long-Term
Franklin Street in City of Milledgeville to Balls Ferry area in Wilkinson County	Shared-Use Trail	Long-Term
<b>Rails-to-Trails</b>		
Ocmulgee Heritage Trail in City of Macon to Blandy Road in City of Milledgeville	Shared-Use Trail	First Five Miles - Short-Term; Remainder of Rails-to-Trails - Long-Term
<b>Other Significant Regional Facilities</b>		
Hwy 57 from Irwinton City Limits to Balls Ferry Area in Wilkinson County	Signage	Short-Term
	Bike Lane	Long-Term
Asbury Church Road from Hwy 57 to McIntyre Road	Signage and Bike Lane	Long-Term
<b>Short-Term: Anticipated to be implemented between 2005-2009</b>		
<b>Long-Term: Anticipated implementation after 2009</b>		

Table 9b

Bicycle/Pedestrian Facilities Plan-Bibb County Projects

Route Description	Facility Type	Implementation Timetable
<b>North Macon to Downtown Commuter</b>		
From Rivoli Drive/Northside Drive to Old Water Works Site off North Pierce Avenue	Shared Roadway and Signage	Short-Term
<b>East Macon Arc - Route A</b>		
From Ocmulgee Heritage Trail Head to East Macon Park including Sections of Northeast Macon and portions of Jones County	Shared Roadway and Signage	Short-Term
Clinton Road and New Clinton Road	Bike Lane	Short-Term
<b>East Macon Arc - Route B</b>		
From Ocmulgee Heritage Trail Head to East Macon Park including the Southern Section of Route A Above	Shared Roadway and Signage	Short-Term
Jeffersonville Road from Walnut Creek to Recreation Road	Bike Lane and Sidewalks	Long-Term
Millerfield Road from Jeffersonville Road to Bristol Drive	Bike Lane and Sidewalks	Long-Term
<b>Houston Road-Sardis Church Road</b>		
Houston Road from Hwy 247 to Sardis Church Road	Shared Roadway and Signage	Short-Term
Sardis Church Road from Houston Road to Fulton Mill Road	Shared Roadway and Signage	Short-Term
<b>Fulton Mill-Bethel Church-Lake Tobesofkee</b>		
Eisenhower Parkway from Hopewell Road to Bethel Church Road	Signage	Short-Term
	Bike Lane	Long-Term
Bethel Church Road from Eisenhower Parkway to Fulton Mill Road	Signage	Short-Term
	Bike Lane	Long-Term
Fulton Mill Road from Bethel Church Road to Peach County Line	Signage	Short-Term
	Bike Lane	Long-Term
<b>Northwest Bibb County</b>		

Table 9b

**Bicycle/Pedestrian Facilities Plan-Bibb County Projects**

From Rivoli Drive/Northside Drive to the Monroe County Line at Lower Thomaston Road including: Northside Drive, Rivoli Drive, Old Forsyth Road, Colaparchee Road, Zebulon Road, Lamar Road, Lower Thomaston Road, North Lizella Road, Hopewell Road and Midway Road	Shared Roadway and Signage	Long-Term
<b>Log Cabin Drive</b>		
Log Cabin Road from Mercer University Drive to Hollingsworth Road	Signage, Bike Lane and Sidewalks	Long-Term
<b>Northwest Parkway</b>		
New Roadway Between Vineville Avenue and Log Cabin Drive	Signage, Bike Lane and Sidewalks	Long-Term
<b>Sardis Road Extension</b>		
New Roadway from Skipper Road and SR 247	Signage and Bike Lane	Long-Term
<b>Tucker Road</b>		
Tucker Road from Forsyth Road to Foster Road	Shared-Use Trail	Long-Term
<b>Western Loop</b>		
From Ocmulgee Heritage Trail Extension to Bass Road/SR 87	Shared-Use Trail	Short-Term
Bass Road from SR 87 to Foster Road/Zebulon Road	Signage	Short-Term
	Bike Lane	Long-Term
	Sidewalks	Long-Term
Foster Road from Zebulon Road to Tucker Road	Signage	Short-Term
	Bike Lane	Long-Term
	Sidewalks	Long-Term
Tucker Road from Foster Road to Thomaston Road/Heath Road	Signage	Short-Term
	Bike Lane	Long-Term
	Sidewalks	Long-Term
Heath Road from Thomaston Road to Fulton Mill Road	Signage	Short-Term
	Bike Lane	Long-Term
	Sidewalks	Long-Term
<b>Ocmulgee East Boulevard</b>		

Table 9b

**Bicycle/Pedestrian Facilities Plan-Bibb County Projects**

Ocmulgee East Boulevard from SR 96 in Twiggs County to I-16 in Bibb County	Signage and Bike Lane	Long-Term
<b>Rails to Trails</b>		
Ocmulgee Heritage Trail in City of Macon to Blandy Road in City of Milledgeville	Shared-Use Trail	First Five Miles- Short-Term; Remainder of Rails-to Trails- Long-Term
<b>Ocmulgee Heritage Trail Extension</b>		
From Ocmulgee River Bridge at Round Oak-Juliette Road in Jones County to Proposed Bass Road Connector in Bibb County	Shared-Use Trail	Long-Term
From Proposed Bass Road Connector to its Current Northern Terminus in Shirley Hills area in Macon	Shared-Use Trail	Short-Term
Current Southern Terminus at Central City Park in Macon to Just North of Echeconnee Creek then to Hwy 247 near Bibb/Houston County Line	Shared-Use Trail	Short-Term
Hwy 247 from Bibb/Houston County Line to Entrance to Robins AFB	Signage	Short-Term
	Bike Lane	Long-Term
<b>Short-Term: Anticipated to be implemented between 2005-2009</b> <b>Long-Term: Anticipated implementation after 2009</b> <b>Source: Macon-Bibb County Bikeways and Pedestrian Plan, 2003</b>		

# IMPLEMENTATION STRATEGIES

Five-Year Implementation Strategies have been prepared for the Middle Georgia Region 6 and for the two pilot plans in Milledgeville-Baldwin County and Eatonton-Putnam County. They are presented in Tables 10-12. These implementation strategies have been based on the materials presented in the Needs Assessment; Vision Statement, Goals, Objectives, and Performance Measures; and the Bicycle/Pedestrian Facilities Plans sections of this report. Extensive input was provided by the respective Planning Advisory Committees and the general public during the two public hearings held during the planning process.

The implementation strategies have been divided into three main categories; bicycle/pedestrian facilities, marketing and outreach programs and safe routes to school programs. For each of these categories, there is a list of projects that are proposed to be implemented during the program year 2005-2009, the year(s) project will be implemented, the likely agency(ies) to be involved in project implementation, the estimated project costs and the possible funding sources.

Concluding the discussion of the three implementation strategies will be a review of the known constraints to successfully accomplish these strategies.

## Regional Five-Year Implementation Strategy

### *Bicycle/Pedestrian Facilities*

In deciding the bicycle/pedestrian facilities that should be included in the Regional Five-Year Implementation Strategy, the Regional Planning Advisory Committee focused on several key points:

- ✚ Establishing awareness of the presence of bicycle routes by both the bicyclists and the motorists. This led to the recommendation of providing signage every five miles in the rural areas and as needed in the urban areas along selected routes that is shown on Map 13.
- ✚ Expanding successful shared-use projects and taking advantage of the interest in these type projects to begin new projects. The continued development of the Ocmulgee Heritage Trail, the construction of the shared-use path connector from Bass Road/I-75 to the extension of the Ocmulgee Heritage Trail, and the planning and initial construction of the Rails-to-Trail project from Milledgeville to Macon represent this idea in the Implementation Strategy.
- ✚ Supporting improvements to the existing pedestrian facilities. Projects in the Five-Year Implementation Strategy that reflect this point are: GPS pedestrian facility assessments in Centerville, Forsyth, and Fort Valley; and pedestrian facility and infrastructure improvement plans in the communities where the GPS assessments have been completed.

The Five-Year Implementation Strategy also includes bicycle/pedestrian facility projects generated from discussion with officials from Houston County, City of Perry, and City of Byron.

### **Houston County**

- ✚ Construction of sidewalks in the City of Warner Robins and Houston County as part of the recently approved SPLOST referendum and shown on Map 15.
- ✚ Construction of Phase II and Phase III of the Greenway Project in the City of Warner Robins and Houston County.

### **City of Perry**

- ✚ Construction of the shared-use path as presented on Map 16.

### **City of Byron**

- ✚ Construction of new sidewalks to improve access to their downtown area, park, and local schools as illustrated on Map 17.

## *Marketing/Outreach Programs*

The Regional Planning Advisory Committee understands that effectively utilizing the new bicycle/pedestrian facilities recommended in this plan will not take place without supporting marketing and outreach programs that focus on bicycle/pedestrian safety education and training, health and fitness programs, promotion of usage, and developing an understanding and appreciation of importance these facilities have on the region's communities. Changing the mindset of individuals in this automobile-oriented society will be difficult, but can be done through excellent marketing and outreach programs. This is the basis for the Regional PAC's decision for placing the degree of emphasis that it has on these type projects in the Five-Year Implementation Strategy. During the last public hearing, it was stressed that the RDC should not wait until FY 2006 to begin this effort, and those in attendance strongly recommended that a Regional Bicycle/Pedestrian website be established before the end of FY 2005. This recommendation was later added to the Regional Five-Year Implementation Plan.

Another important note, during discussions of the Regional PAC meetings, the establishment of maintenance standards was thought to be critical to the safety and enjoyment of the bicycle/pedestrian facilities. The Regional PAC emphasized this important point by adding the development and implementation of maintenance standards for the regional bicycle, pedestrian and shared-use system.

## *Safe Routes to School*

The Regional Planning Advisory Committee came to the realization that because in many of the school districts in the Middle Georgia region, because of school location policies and/or that many students have to use a bus as their means of transportation to school, establishing a safe routes to schools program in these districts would not be beneficial. The possibilities exist; they felt, in the more urban systems such as Bibb and Houston Counties that pilot safe routes to

school programs can be established, thus the reason for their inclusion in the Five-Year Implementation Strategy. In addition, to compliment these programs, the Regional PAC recommended that the Walking School Bus Program and participation in the annual Walk-to-School should be initiated as part of these pilot programs.

## City of Milledgeville-Baldwin County Five-Year Implementation Strategy

### *Bicycle/Pedestrian Facilities*

The Milledgeville-Baldwin County Planning Advisory Committee has identified the following projects that it would like to see initiated in the next five years as detailed in Table 11, and they are:

- ✚ Design and construction of Phase I of the Oconee River Greenway including the loop road, amphitheater, shared-use trail and other associated amenities;
- ✚ Design and construction of the Downtown-West Campus Connector with an associated streetscape plan;
- ✚ Planning and initial construction of the Rails-to-Trail between Milledgeville and Macon; and
- ✚ Preparation of pedestrian facility and infrastructure improvement plans for the City of Milledgeville based on the results of the GPS sidewalk assessment.

In addition, the Milledgeville-Baldwin County PAC will work closely with the Regional PAC in the placement of signage for the routes specified in the Regional Plan that are within Milledgeville-Baldwin County.

### *Marketing and Outreach Programs*

The Milledgeville-Baldwin County Planning Advisory Committee decided to focus its marketing and outreach programs on its two signature projects--Oconee River Greenway and the Downtown-West Campus Connector--and the primary users of these facilities, students of Georgia College and State University and Georgia Military College and tourists and visitors to Milledgeville. Like the Regional PAC, there was a sense of urgency to establish a local Bicycle/Pedestrian Plan website. The Five-Year Implementation Strategy reflects these priorities.

### *Safe Routes to School*

It was decided early in the planning process after meeting with local school officials that the initiation of a safe routes to school program in Milledgeville and Baldwin County would not be feasible, thus no safe routes to school programs are identified in the Five-Year Implementation Strategy.

# City of Eatonton-Putnam County Five-Year Implementation Strategy

## *Bicycle/Pedestrian Facilities*

The bicycle/pedestrian facilities that have been recommended by the Eatonton-Putnam County Planning Advisory Committee for inclusion in the Five-Year Implementation Strategy are as follows and are presented in Table 12:

- ✚ Sidewalk/shared use path from the Courthouse Square/Jefferson Street to the Hwy. 16/Hwy. 44 split in the City of Eatonton.
- ✚ Shared-use path from Hwy. 16/Hwy. 44 split in the City of Eatonton to I-20 in Greene County.

These two projects are considered by the local PAC as being their highest priority or signature projects.

- ✚ Sidewalk improvement program in downtown Eatonton and surrounding neighborhoods as illustrated on Map 22.
- ✚ Bike lane along Hogan Industrial Boulevard and Industrial Boulevard to provide residents access to the community's major industrial park.
- ✚ Installation of bike racks in the downtown area that compliment the Better Hometown Program's design plans.

## *Marketing/Outreach Programs*

In the next five years, Eatonton-Putnam County will be working in close coordination with local law enforcement officials, school officials and insurance agents to establish effective bicycle/pedestrian safety training and education programs for children, teens, adults, seniors, and motorists residing in Eatonton-Putnam County. Law enforcement officials and the local PAC will also team together to discuss the enforcement of bicycle/pedestrian laws and to recommend new ones where it is deemed necessary.

Health and fitness programs, particularly where it involves bicycling and walking will be a major marketing and outreach priority of the local PAC from 2005-09. The local PAC will coordinate with existing providers and, if necessary, seek new providers to establish and implement health and fitness programs that promote walking and riding a bicycle. This is all in an effort to promote a healthier and more active lifestyle among the residents of Eatonton and Putnam County, which in turn will reduce obesity and associated diseases.

The Eatonton-Putnam County Planning Advisory will partner with the Eatonton-Putnam County Chamber of Commerce, the Greene-Morgan-Putnam Marketing Group, and the Historic Piedmont Scenic Byway Commission in promoting the understanding and appreciation of the importance of the bicycle/pedestrian facilities and programs on the local and regional economy, environment, and overall way of life.

As with the Regional and Milledgeville-Baldwin County PACs, the Eatonton-Putnam County Planning Advisory Committee is interested in getting a jump start on its marketing and outreach programs initiative by working with the RDC in creating a website for its local bicycle/pedestrian plan beginning in FY 2005.

## Known Constraints to Successful Implementation

Many bicycle/pedestrian plans have been prepared over the years in the Middle Georgia region. Unfortunately, almost all have never been implemented and have been placed on the shelf and gathered dust. This is due in part that they failed to assess the constraints that could derail their implementation. For a plan is nothing unless it can be implemented and produce results.

The constraints in implementing the strategies noted above are everywhere--environmental, funding, public interest, government support, lack of staffing, etc. For this plan to succeed where others have failed the following must take place:

- ✚ Begin by developing grassroots (citizens) support and changing the mindset that riding a bicycle and walking have an important place in an automobile-oriented society. It is not asking individuals to replace automobile transportation altogether, but instead creating safe alternatives for them to ride a bike and walk when the opportunities present themselves. This planning process has established several teams of individuals who are committed to taking the time and effort necessary to build this support and lay the foundation for greater dependency on bicycle and pedestrian transportation. These teams or advisory committees have placed an important emphasis on marketing and outreach programs in the beginning to help this cause.
- ✚ Keep in mind that safety of the user should be the primary focus in any bicycle/pedestrian program. The Regional PAC has placed a majority on safety starting with their vision statement through their implementation strategy that calls for safety training and education programs, facility maintenance programs, and emphasizing the use of AASHTO and Georgia DOT guides for the construction of bicycle/pedestrian facilities. The local PACs have followed suit with similar type strategies.
- ✚ Finally, recommend facilities that have the best opportunities to gain support, usage, and funding. Build upon the success of others and be realistic on what can be accomplished. Though the implementation strategies are bold initiatives, they are built on successful regional projects that have a known and proven track record with grassroots support, and in many cases, funding has already been identified or can be obtained through the use of effective communication and marketing efforts.

In short, through what has been demonstrated to date, the Middle Georgia region has the:

- ✚ COMMITMENT;
- ✚ VISION;
- ✚ PERSERVERANCE; AND
- ✚ THE PLAN.

**THE REGIONAL AND LOCAL PLANNING ADVISORY COMMITTEE STANDS READY TO MOVE TO THE NEXT STEP: PLAN IMPLEMENTATION**

**Table 10  
Regional Five-Year  
Implementation Strategy**

	DESCRIPTION	PROGRAM YEAR					LIKELY PROJECT INVOLVEMENT	ESTIMATED COST	POSSIBLE FUNDING SOURCES
		2005	2006	2007	2008	2009			
<b>BICYCLE/PEDESTRIAN FACILITIES</b>									
1	Construct shared-use path system in the City of Perry as shown on map.	X	X	X	X	X	City of Perry	\$525,000	State/Federal Grants, Local
2	Construct sidewalks along Main Street from Hwy. 49 to just past Mosely Street; along Mosely Street from Main Street to the Downtown Square and around the City Square in the City of Byron.	X	X				City of Byron, Better Hometown Program, CVB	\$15,000	State/Federal Grants, Local
3	Construct streetscape improvements (lighting, benches, etc.) in the areas identified under #2.	X	X				City of Byron, Better Hometown Program, CVB	\$20,000	State/Federal Grants, Local
4	Construct sidewalks along New Dunbar Road; Linda Drive to White Road to Hwy. 49; and Church Street from Jailhouse Alley to Main Street in City of Byron.			X	X	X	City of Byron, Better Hometown Program, CVB	\$52,000	State/Federal Grants, Local
5	Conduct an assessment of existing pedestrian facilities in Centerville and complete the assessments for the City of Forsyth and the City of Fort Valley.		X	X			RDC, GDOT	\$8,350	GDOT, Local
6	Prepare pedestrian facility and infrastructure improvement plans for the City of Centerville, City of Forsyth, City of Fort Valley, City of Gordon, City of Hawkinsville, City of Jeffersonville and the City of Roberta based on the results of the sidewalk assessments to improve access to the downtown areas.			X	X		RDC, Local Governments	\$35,000	GDOT, Local
7	Expand existing Ocmulgee Heritage Trail from existing termini north to Bass Road and south to Robins Air Force Base.		X	X	X	X	City of Macon, Bibb County, NewTown Macon, Ocmulgee Heritage Trail Committee, Houston County, RAFB	\$4.5 Million	State/Federal Grants, Local, Private Sources
8	Construct shared-use path connector from Bass Road/I-75 to the above extension of the Ocmulgee Heritage Trail.				X	X	Bibb County, NewTown Macon, Ocmulgee Heritage Trail Committee	\$315,000	State/Federal Grants, Local, Private Sources
9	Prepare development plan for the Rails-to-Trails Project from Milledgeville to Macon.		X	X			Local Governments, PATH Foundation, Private Interests	\$150,000	State/Federal Grants, Local, PATH Foundation
10	Construct 5 miles of the Rails-to-Trails project from Milledgeville to Macon.				X	X	Local Governments, PATH Foundation, Private Interests	\$1.5 Million	State/Federal Grants, Local, PATH Foundation, Private Sources
11	Provide signage (every five miles in rural areas and as needed in urban areas) along selected bike routes per regional map.		X	X	X	X	GDOT, Local Governments	\$20,000	State/Federal Grants, Local
12	Construct sidewalks in City of Warner Robins and Houston County per map.	X	X	X	X	X	GDOT, City of Warner Robins, Houston County	\$3 Million	GDOT, SPLOST, Other Local Funds
13	Construct Phase II of the Greenway Project in Warner Robins-Houston County.	X	X	X			GDOT, DNR, City of Warner Robins, Houston County	\$250,000	GDOT, DNR, Local
14	Construct Phase III of the Greenway Project in Warner Robins-Houston County that includes a park, nature center and interpretive center.				X	X	GDOT, DNR, City of Warner Robins, Houston County	\$1.5 Million	GDOT, DNR, SPLOST

**Table 10  
Regional Five-Year  
Implementation Strategy**

	DESCRIPTION	PROGRAM YEAR					LIKELY PROJECT INVOLVEMENT	ESTIMATED COST	POSSIBLE FUNDING SOURCES
		2005	2006	2007	2008	2009			
<b>MARKETING/OUTREACH PROGRAMS</b>									
1	Establish and implement bicycle safety, education and training programs for children, teens, adults, seniors and motorists through a partnership with the schools, local law enforcement agencies and insurance agents in Bibb, Houston, Jones, and Putnam Counties.		X	X	X	X	RDC, Local Governments, Boards of Education, Local Police and Sheriff's Offices, Insurance Agents.	\$30,000	GDOT, Other State and Federal Programs, Local
2	Establish and implement pedestrian safety, education and training programs for children, teens, adults, seniors and motorists through a partnership with the schools, local law enforcement agencies and insurance agents in Bibb, Houston and Putnam Counties.		X	X	X	X	RDC, Local Governments, Boards of Education, Local Police and Sheriff's Offices, Insurance Agents.	\$20,000	GDOT, Other State and Federal Programs, Local
3	Develop and implement maintenance standards for the regional bicycle, pedestrian and shared-use system.				X	X	RDC, GDOT, Local Governments	\$35,000	GDOT, Local
4	Establish and maintain a task force of law enforcement officials to discuss enforcement of bicycle and pedestrian safety laws and to recommend new laws where necessary.		X	X	X	X	RDC, Local Governments, Local Police and Sheriff's Offices	Staff Time in Budget	GDOT, Local
5	Establish and implement health and fitness programs utilizing walking and riding bicycles in coordination with existing providers.		X	X	X	X	RDC, Local Governments, Existing Health and Fitness Providers	\$20,000	GDOT, Other State and Federal Programs, Local
6	Develop series of brochures that promote the regional and local bicycle, sidewalk and shared-use paths, regional safety and health/fitness programs and local safe routes to school programs, and generates an understanding and appreciation of the importance of these facilities and programs on the region's economy, environment and overall quality of life.		X	X			RDC, Local Governments, Boards of Education, Local Police and Sheriff's Offices, Health and Fitness Providers, Chambers of Commerce, CVBs	\$10,000	GDOT, Local
7	Establish and update when necessary, a website for the Regional Bicycle and Pedestrian Plan.	X	X	X	X	X	RDC, Local Governments	\$15,000	GDOT, Local
8	Establish and implement a marketing plan using the media that promotes the usage of the bicycle, sidewalk and shared-use paths, safety and health/fitness programs and safe routes to school programs, and develops an understanding and appreciation of the importance these facilities and programs have on the region's economy, environment and overall quality of life.		X	X	X	X	RDC, Local Governments, Local Media Representatives	\$25,000	GDOT, Local
<b>SAFE ROUTES TO SCHOOL PROGRAMS</b>									
1	Establish pilot safe routes to school programs in several school districts in the region.			X			RDC, Boards of Education	\$30,000	GDOT, Local
2	Initiate a Walking School Bus as part of the pilot safe route to school program.			X			RDC, Boards of Education	Included in Pilot Program Costs Noted Above	GDOT, Local
3	Establish a Walk-to-School Day as part of the pilot safe route to school program.			X			RDC, Boards of Education	Included in Pilot Program Costs Noted Above	GDOT, Local

**Table 11**  
**Milledgeville-Baldwin County**  
**Five-Year**  
**Implementation Strategy**

DESCRIPTION	PROGRAM YEAR					LIKELY PROJECT INVOLVEMENT	ESTIMATED COST	POSSIBLE FUNDING SOURCES	
	2005	2006	2007	2008	2009				
<b>BICYCLE/PEDESTRIAN FACILITIES</b>									
1	Prepare development plan for the Rails-to-Trails Project from Milledgeville to Macon.		X	X			Local Governments, PATH Foundation, Private Interests	\$150,000	State/Federal Grants, Local, PATH Foundation
2	Construct 5 miles of the Rails-to-Trails project from Milledgeville to Macon.				X	X	Local Governments, PATH Foundation, Private Interests	\$1.5 Million	State/Federal Grants, Local, PATH Foundation, Private Sources
3	Construct Phase I loop road (Franklin Street to Hancock River bridge), boat trailer parking, boat ramp, and shared-use trail to run parallel to river and connect to loop road; extend Washington Street from its current terminus near Warren Street to loop road.	X	X				Oconee River Greenway Authority, Oconee River Greenway Foundation, City of Milledgeville, Baldwin County, GC&SU, GMC, Private Organizations	\$600,000	Federal Funds, Grant Awards
4	Prepare design and construction documents for the amphitheater and continuation of loop road to Montgomery Street.		X				Oconee River Greenway Authority, Local Government, GC&SU, GMC	\$80,000	Federal Appropriation, State/Federal Grants, Private Foundations and Organizations
5	Construct amphitheater and loop road from Hancock Street bridge to Montgomery Street; construct shared-use trail connecting existing shared-use trail to concrete fishing pier beneath Hwy. 22/24 Hancock Street bridge; continue shared-use trail to second concrete fishing pier and concrete overlook area at historic powerhouse, as well as north of Hwy. 22/24 Hancock Street Bridge to connect with new loop road at Montgomery Street; construct pedestrian bridge to connect loop over Rocky Creek/Tanyard Branch to the northern most end of trail loop.			X	X		ORGA, ORGF, Local Governments, GC&SU, GMC	\$1,782,000	ORGF, Federal Funds, GDOT, DNR, Local Governments, Regional Government Authority, Local and National Organizations, Private Foundations
6	Prepare design and construction documents and construct final Franklin Street extension into park, completion of Phase I of the shared-use trail, picnic area, horseshoe pit, wetland trail, bridge over Fishing Creek, a ramp for canoes and kayaks to enter Oconee River from Fishing Creek, and an observation tower; identification of historic areas with appropriate kiosks, storyboards, interpretive markers, etc.; planning for new park site.				X	X	ORGA, ORGF, Local Governments, GC&SU, GMC	\$1,938,000	ORGF, GDOT, DNR, Local Governments, Local and National Organizations, Private Foundations
7	Design and construct Downtown-West Campus Connector as shown on map (includes some widening, milling, resurfacing, and stripping).		X	X	X	X	Local Governments, GC&SU, GMC, ORGA, BOE, Main Street Program, CVB, Chamber of Commerce, Private Organizations	\$750,000	GDOT, State/Federal Grants, Local Governments, Private Organizations
8	Prepare streetscape plan for Downtown-West Campus Connector taking into consideration the recommendations of the Milledgeville Streetscape Plan and coordinating with the design of the bike route (#7 above).		X				Local Governments, GC&SU, GMC, ORGA, BOE, Main Street Program, CVB, Chamber of Commerce, Private Organizations	\$35,000	GDOT, State/Federal Grants, Local Governments, Private Organizations
9	Prepare pedestrian facility and infrastructure improvement plans for the City of Milledgeville based on the results of the sidewalk assessment to improve access to the downtown area.			X	X		RDC, Local Governments	\$5,000	GDOT, Local

**Table 11**  
**Milledgeville-Baldwin County**  
**Five-Year**  
**Implementation Strategy**

DESCRIPTION	PROGRAM YEAR					LIKELY PROJECT INVOLVEMENT	ESTIMATED COST	POSSIBLE FUNDING SOURCES	
	2005	2006	2007	2008	2009				
<b>MARKETING/ OUTREACH PROGRAMS</b>									
1	Establish and implement bicycle safety, education and training programs for GC&SU and GMC students through a partnership with the schools, local law enforcement agencies and insurance agencies.			X	X	X	RDC, GC&SU, GMC, Milledgeville Police Dept, Baldwin County Sheriff's Office, Local Insurance Agents	\$15,000	GDOT, Other State and Federal Programs, Local
2	Establish and implement pedestrian safety, education and training programs for GC&SU and GMC through a partnership with the schools, local law enforcement agencies, and insurance agents.			X	X	X	RDC, GC&SU, GMC, Milledgeville Police Dept, Baldwin County Sheriff's Office, Local Insurance Agents	\$15,000	GDOT, Other State and Federal Programs, Local
3	Establish and maintain a task force of law enforcement officials to discuss enforcement of bicycle and pedestrian safety laws and security issues along the Downtown-West Campus Connector and the Oconee Greenway shared-use trail.				X	X	RDC, GC&SU and GMC Police, Milledgeville Police Dept., Baldwin County Sheriff's Office	Staff Time in Budget	GDOT, Local
4	Establish and implement programs for college students and the general public that promote health and fitness through the use of the Downtown-West Campus Connector and the Oconee Greenway shared-use trail.			X	X	X	RDC, GC&SU, GMC, ORGA, Main Street Program, City of Milledgeville, Baldwin County	\$15,000	GDOT, Other State and Federal Programs, Local
5	Establish and implement a marketing program aimed at changing the "mindset" of the residents of Milledgeville-Baldwin County and the students of GC&SU and GMC that walking and riding a bike are excellent alternatives to driving a car and provide great benefits to a community.		X	X	X	X	RDC, GC&SU, GMC, ORGA, Main Street Program, CVB, Chamber of Commerce, City of Milledgeville, Baldwin County	\$20,000	GDOT, Local
6	Prepare brochures and maps aimed at the GC&SU and GMC students showing the Downtown-West Campus Connector and Oconee Greenway shared-use trail.			X	X	X	RDC, GC&SU, GMC, ORGA, Main Street Program	\$10,000	GDOT, Local
7	Prepare brochures and maps aimed at the tourists and visitors to Milledgeville showing the Connector route, the Oconee Greenway shared-use trail and points of interest along the way.			X	X	X	RDC, ORGA, Main Street Program, CVB, Chamber of Commerce	\$10,000	GDOT, Local
8	Establish and update when necessary, a website for the local Bicycle and Pedestrian Plan.	X	X	X	X	X	RDC, Milledgeville, Baldwin County	\$6,000	GDOT, Local
<b>SAFE ROUTES TO SCHOOL PROGRAMS</b>									
1	No Safe Route to Schools Programs are planned for Baldwin County.								

**Table 12**  
**Eatonton-Putnam County**  
**Five-Year**  
**Implementation Strategy**

DESCRIPTION	PROGRAM YEAR					LIKELY PROJECT INVOLVEMENT	ESTIMATED COST	POSSIBLE FUNDING SOURCES	
	2005	2006	2007	2008	2009				
<b>BICYCLE/PEDESTRIAN FACILITIES</b>									
1	Construct sidewalk/shared-use path from Courthouse Square/Jefferson Street to the Hwy. 16/Hwy. 44 split.	X	X				GDOT, City of Eatonton	\$800,000	GDOT, Local
2	Construct shared-use path from Hwy. 16/44 split in the City of Eatonton to I-20 in Greene County.		X	X	X	X	GDOT, City of Eatonton, Putnam County, Greene County, Reynolds Plantation, PATH Foundation	\$3.9 Million	GDOT, City of Eatonton, Putnam County, Greene County, PATH Foundation, Private Sources
3	Construct new sidewalks and improve existing ones around the courthouse square and surrounding neighborhoods as shown on map.	X	X	X	X	X	GDOT, City of Eatonton, Putnam County, Private Owners	\$200,000	GDOT, State and Federal Grants, City of Eatonton, Putnam County, Private Donations
3	Construct 4' bike lane along Hogan Industrial Boulevard and Industrial Boulevard.			X	X	X	GDOT, City of Eatonton, Putnam County, Private Industries	\$320,000	GDOT, City of Eatonton, Putnam County, Private Sources
3	Install four (4) bike racks in the downtown area that are consistent with the design plan.		X	X			City of Eatonton, Better Hometown Program, Private Businesses	\$2,500	City of Eatonton, Private Sources
<b>MARKETING/ OUTREACH PROGRAMS</b>									
1	Establish and implement bicycle safety, education and training programs for children, teens, adults, seniors and motorists through a partnership with the schools, local law enforcement agencies, and insurance agents in Putnam County.		X	X	X	X	RDC, City of Eatonton, Putnam County, Eatonton Police Dept, Putnam County Sheriff's Office, Local Insurance Agents	\$5,000	GDOT, Other State and Federal Programs, Local
2	Establish and implement pedestrian safety, education and training programs for children, teens, adults, seniors and motorists through a partnership with the schools, local law enforcement agencies, and insurance agents in Putnam County.		X	X	X	X	RDC, City of Eatonton, Putnam County, Eatonton Police Dept, Putnam County Sheriff's Office, Local Insurance Agents	\$5,000	GDOT, Other State and Federal Programs, Local
4	Establish and maintain a task force of law enforcement officials to discuss enforcement of bicycle and pedestrian safety laws and to recommend new laws where necessary.		X	X	X	X	RDC, City of Eatonton, Putnam County, Eatonton Police Dept., Putnam County Sheriff's Office	Staff Time in Budget	GDOT, Local
5	Establish and implement health and fitness programs in Putnam County utilizing walking and riding bicycles in coordination with existing providers.		X	X	X	X	RDC, City of Eatonton, Putnam County, Existing Health and Fitness Providers	\$5,000	GDOT, Other State and Federal Programs, Local
6	Develop series of brochures for Putnam County that promote the regional and local bicycle, sidewalk and shared-use paths, regional safety and health/fitness programs and local safe routes to school programs, and generates an understanding and appreciation of the importance of these facilities and programs on the local and regional economy, environment, and overall quality of life.		X	X			RDC, City of Eatonton, Putnam County, Board of Education, Eatonton Police Dept., Putnam County Sheriff's Office, Health and Fitness Providers, Chamber of Commerce, BHT Program	\$2,500	GDOT, Local
7	Establish and update when necessary, a website for the local Regional Bicycle and Pedestrian Plan.	X	X	X	X	X	RDC, Local Governments	\$6,000	GDOT, Local
<b>SAFE ROUTES TO SCHOOL PROGRAMS</b>									
1	No Safe Route to Schools Programs are planned for Putnam County.								

# **APPENDICES**

## **APPENDIX 1 SUMMARY OF PLANS AND DATA REVIEWED**

**1. 2002 Atlanta Regional Bicycle Transportation and Pedestrian Walkways Plan -** Produced by the Atlanta Regional Commission in 2002.

**Summary:**

- ✦ Establishes the Plan Vision, Goals, and Objectives and Performance Measures.
- ✦ Summary of Existing Conditions Analysis.
- ✦ Policy Recommendations.
- ✦ Project Recommendations.
- ✦ Series of Appendices that provides more detail on the public involvement process, existing conditions analysis, and project recommendations (tables and maps).

**Usefulness for Middle Georgia Regional Bike/Pedestrian Plan:**

- ✦ The Plan Purpose section is very useful and will incorporate the format into the Middle Georgia regional plan.
- ✦ The existing conditions analysis did not contain a narrative of existing bike and multi-use trails, but the appendix did show maps that include these existing facilities.
- ✦ The overview of facility types and users was presented very effectively and a similar section using this format will be utilized in the Middle Georgia report.
- ✦ The spreadsheets in the Appendix listing the project name and type, from and to, length, cost and priority are very useful, and a similar format will be incorporated in the plan implementation strategy of the report.
- ✦ The county-by-county maps in the Appendix are excellent in showing the future bike and multi-use trail locations. For the Middle Georgia report, a regional map showing the proposed interregional bike routes and multi-use trails, along with individual county maps illustrating these routes and multi-use trails in that county and how they connect with planned local projects in that county.

**2. Brunswick, Maine Bikeway, and Pedestrian Master Plan -** Produced by the Brunswick Bicycle and Pedestrian Advisory Committee in 1995.

**Summary:**

- ✦ Explains the reasons the study was conducted, and the benefits that are anticipated from the study recommendations.
- ✦ Outlined the inventory and analysis process including field inventory and survey of public opinions and attitudes, input from a public workshop.
- ✦ Provides a mission statement and list of goals and objectives.
- ✦ Identifies the list of criteria used to base recommended bicycle and pedestrian routes.
- ✦ Recommends list of bicycle and pedestrian improvements.

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- ✦ The information contained in Brunswick Master Plan will prove most useful in the development of the Putnam and Baldwin County Bike and Pedestrian Plans. The items that will prove to be most beneficial is the field survey instrument used to rate the condition and character of the roads regarding safety and desirability for cyclists and pedestrians, and the general criteria the Advisory Committee used to base their recommendations.

**3. Idaho Bicycle and Pedestrian Transportation Plan -** Produced by Idaho Department of Transportation in 1993-94.

**Summary:**

- ✚ Establishes an overall plan vision, goals, and action strategies.
- ✚ Outlines the comprehensive approach the IDOT used to develop the plan.
- ✚ States the IDOT bicycle and pedestrian policies.
- ✚ Includes the design standards for bicycles.

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- ✚ The vision statement contained in this document was used as a guide to formulate the vision statement for the regional plan.
- ✚ The remainder of the document provided a better understanding on the activities that another state was doing to further the development of bicycle and pedestrian facilities.

4. **Richmond, Virginia Regional Bicycle and Pedestrian Plan** - Produced for the City of Richmond by Kimley-Horn and Associates, Inc., 2002.

**Summary:**

- ✚ Reviewed the bicycle and pedestrian goals only.

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- ✚ Did not prove to be of any use for the regional plan.

5. **City of Fredericksburg and Stafford County, Virginia Regional Bicycle and Pedestrian Plan** - Produced by Fredericksburg Area Metropolitan Planning Organization as part of their transportation plan update 2000-02.

**Summary:**

- ✚ Reviewed the segment of the Plan Update focusing on the regional bicycle and pedestrian plan with particular attention to the demand for bike/pedestrian trails, the bicyclist and facility types, and goals and objectives for bicycling in the FAMPO region.

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- ✚ Found the information contained in this portion of document not very helpful for use in the regional plan. Demand data was based on an old Harris poll and from 1989 Virginia Outdoors Plan standards; bicycle and facility types were similar to those reviewed in other plans; and goals and objectives were very general in nature and had no relation to the Middle Georgia region.

6. **Bloomington-Normal, Illinois Bicycle Pedestrian Plan** - Prepared by the McLean County Regional Planning Commission, 1997.

**Summary:**

- ✚ The report is divided into five chapters with a series of maps of charts. After a short introduction, the report outlines the vision statement, goals and objectives, then moves to a discussion of non-motorized transportation in the study area and is followed by a narrative on the future bike/pedestrian system network and available implementation methods and funding opportunities. The focus of this plan is on the tables and charts with a minimum of text.

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- ✚ This report shows that a report can be presented effectively by concentrating on good charts and maps and minimizing the text.
- ✚ The greatest application of this report will be used when preparing the local bike/pedestrian plans, particularly how the charts and maps have been prepared. Regional plan applications from this report include information from the

Implementation Chapter, the table summarizing acquisition strategies that was obtained from a 1993 study by The Conservation Fund, a table showing estimated costs for bike/pedestrian routes (length, land cost, construction cost, total development cost, annual operation and maintenance costs, and estimated construction timetable), and a table describing federal and state funding sources for bike/pedestrian facilities.

**7. Regional Bicycle and Pedestrian Implementation Strategy for the Central Puget Sound Region, Washington - Prepared by the Puget Sound Regional Council, 2001-02**  
**Summary:**

✚ This study was next phase of the bicycle and pedestrian planning process in the Puget Sound region that began with the development of the bicycle and pedestrian component of Destination 2030 metropolitan and regional transportation plan adopted in 2001. This phase of the planning process focused on recommending strategies to implement the bicycle and pedestrian transportation systems and associated programs proposed in the Destination 2030 Plan. The strategies were categorized into seven major areas; capital investments, education and encouragement, enforcement, transportation and growth planning, project funding and approval, analytical tools, and monitoring progress.

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

✚ The recommended strategies described in this study played an important role in the development of the goals, objectives, and performance measures established for the Middle Georgia plan, in particular those under the area of education/encouragement and enforcement. As the Middle Georgia plan moves from the data analysis stage to the recommendations and plan implementation stages, the project funding and approval and monitoring progress strategies mentioned in the Puget Sound report will also take on great importance and consideration.

**8. City of Mesa, Arizona 2025 Transportation Plan - Prepared by the City of Mesa, 2002.**  
**Summary:**

✚ This report covers all facets of the transportation system in the City of Mesa and includes a separate bicycle and pedestrian plan. Under the bicycle plan section, there is a discussion among other items of the importance of walking, bikeway maintenance, and bicycle safety, education and enforcement. In the pedestrian plan, the narrative reviews the importance of walking, pedestrian-oriented design, and how pedestrian walkways can be effectively integrated with commercial development and neighborhoods.

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

✚ The sections described above include several key points that have applications for the Middle Georgia plan. It should be kept in mind that Mesa is part of a metropolitan region that is considerable larger in population than found in the Middle Georgia region. The principles that are expressed in this plan can, however, be adapted to this area.

**9. Oregon Department of Transportation Bicycle and Pedestrian Plan - Oregon DOT, adopted in 1995.**

**Summary:**

✚ The Oregon Plan is divided into two major parts; policy and action plan, and the planning, design, maintenance, and safety of bikeways and walkways. The policy and action plan includes the plan vision, the importance of bicycling and walking, and

state and federal laws related to bicycle and pedestrian facilities. The second part of the plan covers the planning of walkway and bikeway networks, facility design standards, maintenance and construction considerations, and safety considerations.

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- ✚ From the Oregon Plan, the following sections have been determined to have the most application to the Middle Georgia Plan:
  - The benefits of bicycling and walking.
  - State and federal laws relating to bicycle and pedestrian facilities-Oregon places considerable emphasis in this area, and there may be recommendations contained in this section which have merit for both the local and state level.
  - The four (4) principles of bikeway and walkway system.
  - Multi-Use paths standards.
  - Bikeway and walkway maintenance.
  - Bicycle and pedestrian safety.

**10. Baltimore Regional Bicycle, Pedestrian and Greenways Transportation Plan - Part of the Baltimore Regional Transportation Plan adopted by the Baltimore Regional Transportation Board in 2001.**

**Summary:**

- ✚ From the Baltimore Regional Bicycle, Pedestrian and Greenways Transportation Plan, there were two chapters that were identified for review; Chapter 2 - Vision, Goals, and Milestones and Chapter 5 - Action Plan Strategies.
- ✚ Chapter 2 included the plan's vision statement, a discussion on the results of the walking and bicycling survey; a list of goals, objectives, and performance measures.
- ✚ There were 12 major strategies presented in Chapter 5 of the report; physical route network, actions to protect greenways, connections to transit, mobility-friendly policies, regional practices on ADA design, maintenance and management, education initiative, wellness initiative, encouragement programs, safe route to school programs, legal and enforcement actions, and continued regional coordination.
- ✚ Each strategy mentioned in Chapter 5 included an overview, a listing of key partners and actions to be taken for that strategy.

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- ✚ The Vision Statement expressed in this Plan was used as a guide for the Middle Georgia plan.
- ✚ The discussion on the results of the walking and bicycling survey prompted further study on a survey instrument that could be utilized as part of this regional planning process. After further research, the walkability and bikeability surveys available from the U.S. DOT Bicycle and Pedestrian Information Center will be the instrument used during the development of the local bicycle/pedestrian plans.
- ✚ Many of the strategies outlined in Chapter 5 have possible implications to the Middle Georgia plan and will be presented to the various PAC subcommittees for review and consideration.

**11. Bicycle Master Plan for the Adirondack North Country Region of New York State - Prepared by Holmes and Associates and sponsored by the Adirondack North Country Association, 1994.**

**Summary:**

- ✚ The Master Plan presents the coordination of bicycle facilities with a region's scenic assets to create the opportunity for bicycle tourism. It begins like most other bicycle

plans reviewed by emphasizing the benefits of bicycling and the framework for developing a bicycle-friendly area.

- ✚ Where it differs from other plans is there is an emphasis to promote bicycle tourism using the Adirondack North Country as a backdrop.
- ✚ The Master Plan makes specific recommendations on new bicycle facilities and promotion in the North Country region and it makes recommendations for scenic by-ways in the North Country counties and where bicycle facilities and the use thereof could enhance the experience of the tourist visiting these scenic by-ways.
- ✚ Other recommendations of note expressed in this plan is the development of county and regional bicycle maps, and a regional GIS bicycle database that contains all the road, bicycle shop, and recreational facility data shown on the county and regional maps.

#### **Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- ✚ The portions of this Master Plan that can have general applicability to the Middle Georgia region plan include the benefits of bicycling (adds some important findings not found in other plans), and the 4 Es of comprehensive bicycle and pedestrian planning taken from the a 1993 report prepared by the Colorado Department of Transportation.
- ✚ The greatest benefit and application to the Middle Georgia plan will be the use of bicycle and multi-use trails as a means of attracting tourists to the region particular along the scenic areas of the region.

## **12. State of Vermont Agency of Transportation - Pedestrian and Bicycle Facility Planning and Design Manual - Adopted by the Vermont Agency of Transportation in August, 2002.**

### **Summary:**

- ✚ The report is divided into ten chapters with a series of appendices. Chapters One and Two include the introduction and a discussion on planning for pedestrians and bicyclists. The remaining chapters are the design standards:
  - Chapter 3 - Pedestrian Facilities
  - Chapter 4 - On-road Bicycle Facilities
  - Chapter 5 - Shared Use Paths
  - Chapter 6 - Rail-Trails and Rails-Width-Trails
  - Chapter 7 - Traffic Calming
  - Chapter 8 - Signs, Pavement Markings, and Signals
  - Chapter 9 - Landscaping and Amenities
  - Chapter 10 - Maintenance
- ✚ Chapter 2 is centered on the planning process. The overview of the chapter explains the roles of the state, regional, and local involvement in the bicycle and pedestrian planning process. The next two sections outline the principles and the process to follow in the process. The following three sections look at how to effectively plan pedestrian, on-road bicycle, and shared-use paths and rail trails. The last section of this chapter identifies the factors in choosing an appropriate bicycle facility.

#### **Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- ✚ Chapter 2 describes the “ultimate” bicycle and pedestrian planning process that will have some general applications to the regional and local plans that will develop as part of this contract. Many of the recommendations are beyond the resources of this study. In addition, the planning process described concentrates almost entirely on physical attributes with little mention on how to market the facilities when they are

built and the changes that have to be made to local regulations to make a community more bike and walk friendly.

**13. Macon-Bibb County Bikeways and Pedestrian Plan** - Prepared by the Macon-Bibb County Planning and Zoning Commission in June 2003.

**Summary:**

- + Several objectives of the study:
  - o Identify existing and new bike routes that could be improved by adding striping to accommodate a bike lane and/or signage within the existing pavement width, without requiring a major road improvement.
  - o Identify new bike routes that would be equipped with bike lanes that would require new construction and coordinate the construction of these facilities with Transportation Improvement Program. The Planning and Zoning Commission is the planning agency for the Macon Area Transportation Study Area (Bibb County and portion of Jones County south of Lite-N-Tie Road).
  - o Identify areas that are currently used by transit pedestrians and rate the condition of the facility or whether a facility exists.
- + Inventories existing bikeway routes.
- + Proposed bikeway routes are divided into short-term and long-term projects.
- + For the short-term routes, the study area was divided into six sectors:
  - o Sector 1 - North Macon to Downtown Commuter Route
  - o Sector 2 - East Macon Arc Routes A and B
  - o Sector 3 - Downtown to North Macon Commute Routes A and B
  - o Sector 4 - Southeast Bibb County
  - o Sector 5 - West and Southwest Bibb County
  - o Sector 6 - North and Northwest Bibb County
- + Eight long-term projects identified including a rails-to-trails project
- + Inventory and analysis of existing sidewalks along transit routes.
- + Proposed guidelines for sidewalks and bicycle facilities.
- + No safe routes to school recommendations.
- + No marketing and outreach recommendations.
- + No recommendations to amend current policies and recommendations to make the community more bike and walk friendly.

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- + Will be reviewed with the recommendations from the Macon-Bibb County Road Improvement Program, the downtown revitalization plans from New Town Macon, Ocmulgee Heritage Trail Plan, and the Macon-Bibb County Parks and Recreation Master Plan in order to develop a coordinated bicycle/pedestrian system in Bibb County, and from there, explore connections to the interregional system.
- + Little applicability to the subcommittees studying safe routes to schools and marketing and outreach programs.

**14. Ocmulgee Heritage Trail Website** - Prepared for New Town Macon by Third Wave Digital, 2004.

**Summary:**

- + Describes the proposed Ocmulgee Heritage Trailhead that is now under development which will include an Interpretive Center, Gift Shop, and trail access. It will provide information for the entire trail and park system.
- + Displays a map showing the entire ten-mile river walk.

- ✚ Explains the progress made to date to construct the trail and trailhead.

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- ✚ Excellent in providing general information on the history of the facility and the beginning and ending points of the trail.
- ✚ Lacks specifics on the completion timeline, costs and funding sources. Will have to refer to the Master Plan if a copy is available.
- ✚ This is one of the most important projects identified in the plan to revitalize downtown Macon and has been the recipient of several TE grants in the past, and hopefully in the future.
- ✚ Will be reviewed with the recommendations from the Macon-Bibb County Road Improvement Program, the downtown revitalization plans from New Town Macon, Macon-Bibb County Bicycle and Pedestrian Plan from MATS, and the Macon-Bibb County Parks and Recreation Master Plan in order to develop a coordinated bicycle/pedestrian system in Bibb County, and from there, explore connections to the interregional system.

**15. Biking Scenic, Historic Putnam County -** Developed by the Eatonton-Putnam County Chamber of Commerce and the Historic Piedmont Scenic By-Way Corporation.

**Summary:**

- ✚ Provides a very detailed description of the biking routes that cross the northern and northeastern section of Putnam County that includes the section along their scenic by-way and Lake Oconee. Does not include any mention of facility improvements to these routes.
- ✚ Does not include any routes in the City of Eatonton or the remainder of Putnam County in particular along Lake Sinclair to the south and connecting the two lakes to the City of Eatonton or to each other.

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- ✚ Will be used in both the regional and local Putnam County Plans. The Interregional Bike and Multi-Use Trail Subcommittee will use it to determine any potential connecting interregional routes that will enhance the local system.

**16. Macon-Bibb Road Improvement Program -** Developed by the Road Improvement Program beginning in 1999 and has been updated on a continuous basis. The document includes many individual sidewalk projects, as well as sidewalks or multi-use paths that will be part of a highway improvement project. Funding comes from a combination of local (SPLOST), state, and federal sources.

**Summary:**

- ✚ Includes the project name and description, approximate cost for each phase, and proposed funding responsibility.

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- ✚ Will be coordinated with the recommendations from the Macon-Bibb County Bicycle and Pedestrian Plan, the downtown revitalization plans from New Town Macon, Ocmulgee Heritage Trail Plan, and the Macon-Bibb County Parks and Recreation Master Plan, in order to develop a coordinated bicycle/pedestrian system in Bibb County, and from there, explore connections to the interregional system.

**17. State Improvement Program FY 04-06 - Georgia Department of Transportation -** Districts 2 and 3 Planning and Programming Engineers.

**Summary:**

- + District 2 Planning and Programming Engineer provided list of projects that contained bike provisions in Baldwin, Putnam, and Wilkinson counties with a corresponding map. District 3 did not provide such a list, but indicated that improvements from the STIP that were part of the State Bike Route System would include bike provisions. There were no STIP projects in the RDC counties that are part of District 3 that would qualify for such provisions.
- + The 05-07 STIP will soon be prepared, and any changes from the 04-06 STIP will be noted.

**18. System-Wide Recreation Master Plan for Wilkinson County - Wilkinson County Recreation Commission, 2003.**

**Summary:**

- + Plan includes recommendations for:
  - o Expansion or improvements to existing recreation sites.
  - o Development of new parks and facilities.
  - o Bikeways and Trails.

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- + Will include the recommendations for new bikeways and trails into the regional plan, as well as review how these new county bikeways and trails can be connected to the interregional system.
- + The identification of improvements to existing and new recreation sites provides opportunity to improve accessibility via local bikeways, sidewalks, and multi-use paths.

**19. Oconee River Park and Greenway Master Plan - Oconee River Greenway Authority, 2003-04.**

**Summary:**

- + A series of parks and trails are planned along the Oconee River from Lake Sinclair in Baldwin County to Balls Ferry Park in Wilkinson County. Final plans are being prepared for Phase I which includes the section from Hancock Street to Fishing Creek in the City of Milledgeville. Included in Phase I are several trails, a picnic pavilion, an outdoor classroom amphitheater, fishing decks, and scenic overlooks.

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- + Local planning process will review how this plan and the plans for GSC&U and the Milledgeville downtown area can be tied together through a series of bicycle/pedestrian facilities and other improvements, and from there, explore connections to the interregional system.
- + Interregional Bike and Multi-Use Trail Subcommittee will need to work with the Oconee River Greenway Authority in identifying long-range improvements to the Oconee Greenway and connections to the interregional system.

**20. Georgia College and State University Multi-Use Trail System - Prepared for the Georgia College and State University and funded by a TE grant.**

**Summary:**

- + Final drawings have been prepared and bidding is underway for the construction of a multi-use and nature trails from Highway 49 in Milledgeville to the University's west campus on West Campus Drive.

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- ✚ Local planning process will review how this plan and the plans for the Riverfront and the Milledgeville downtown can be tied together through a series of bicycle/pedestrian facilities and other improvements, and from there, explore connections to the interregional system.

**21. Downtown Milledgeville Streetscape Master Plan - Prepared for the Milledgeville Downtown Development Authority, 2001**

**Summary:**

- ✚ Addressed issues such as visual entrances into the local Historic District, utility infrastructure, parking considerations, transportation routing, general streetscape improvements, and street lighting.
- ✚ Certain areas were identified to create opportunities of “relaxation” in busy downtown area, and four historic squares were treated as focal points.
- ✚ Divided into three phases.
- ✚ Requires investment of over \$17.3 million and possible 10-20 year buildout.

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- ✚ Local planning process will review how this plan and the plans for the Riverfront and GSC&U can be tied together through a series of bicycle/pedestrian facilities and other improvements and from there, explore connections to the interregional system.

**22. Macon-Bibb County Parks and Recreation Master Plan - Macon-Bibb County Parks and Recreation Department, 2000.**

**Summary:**

- ✚ A \$130 million plan to improve existing facilities and to construct new ones, including bicycle and multi-use trails in Macon-Bibb County.

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- ✚ Will be coordinated with the recommendations from the Macon-Bibb County Bicycle and Pedestrian Plan, the downtown revitalization plans from New Town Macon, and the Ocmulgee Heritage Trail Plan, in order to develop a coordinated bicycle/pedestrian system in Bibb County, and from there, explore connections to the interregional system.

**23. City of Macon Downtown Charrette - Sponsored by the National Trust for Historic Preservation for New Town Macon, 2003.**

**Summary:**

- ✚ A design team spent three days in Macon developing recommendations to improve the appearance, marketability, and accessibility to downtown Macon.
- ✚ Recommendations will be a guide toward make future improvements to the downtown area.
- ✚ Several recommendations from the study have been implemented.

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- ✚ Will be coordinated with the recommendations from the Macon-Bibb County Bicycle and Pedestrian Plan, the Macon-Bibb County Parks and Recreation Master Plan, and the Ocmulgee Heritage Trail Plan, in order to develop a coordinated bicycle/pedestrian system in Bibb County, and from there, explore connections to the interregional system.

24. **City of Gordon Streetscape Revitalization Master Plan** - City of Gordon Better Hometown Program, 2003.

**Summary:**

- ✚ A three-phase program to improve the appearance, accessibility, and traffic circulation in downtown Gordon.

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- ✚ Will include the recommendations from this master plan into the regional plan, as well as review how the City of Gordon's downtown area can be connected to the interregional system in order to further enhance accessibility to this area.
- ✚ The identification of improvements to downtown Gordon provides opportunity to improve accessibility via intra-county bikeways and multi-use paths.

25. **Jones County Enhancement Project - Phase II** - Jones County Board of Commissioners, 2003.

**Summary:**

- ✚ Consists of streetscape improvements along US. 129 and construction of sidewalks to connect historic Old Clinton and Jones County High School.

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- ✚ Will include the recommendations from this enhancement project into the regional plan, as well as review how the Gray's downtown area and Old Clinton can be connected to the interregional system in order to further enhance accessibility to this area.

26. **Warner Robins Area Transportation Study Area Bicycle and Pedestrian Plans** - Warner Robins Area Transportation Study, 2004.

**Summary:**

- ✚ Includes a collective set of bicycle and pedestrian facility plans for all of the communities within the Warner Robins Area Transportation Study Area compiled by WRATS staff.

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- ✚ Will include the recommendations from these local plans into the regional plan, as well as review how the access to the WRATS Study Area can be connected to the interregional system in order to further enhance accessibility to this area.

27. **GA DOT Trail Data** - Collected by the Middle Georgia RDC in 2002.

**Summary:**

- ✚ Includes a descriptive narrative of the trail, a spreadsheet showing various attributes, and a map depicting location of the trails.

- ✚ The attributes shown on the spreadsheet are as follows:

- Source of data
- Name of collector
- County location
- Path name
- Path owner
- Path contact
- Contact phone number
- Use restrictions
- Identification of trailhead
- Identification of type of loop, if any

- ADA compliance
- Primary land use
- Surface type
- Type of striping
- Path width
- Primary land use
- Path condition
- Parking availability
- Curbs
- Signage
- Path crossing
- Path description
- GPS time and date

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- ✚ The PAC Interregional Bike and Multi-Use Trails Subcommittee and the local Planning Advisory Committees will use this data extensively in making recommendations for new bike routes and multi-use trails.

**28. GA DOT Sidewalk Data** - Collected by the Middle Georgia RDC beginning in 2003 and continues in the present.

**Summary:**

- ✚ Includes a spreadsheet showing various attributes, and a map depicting location of the sidewalks.
- ✚ The attributes shown on the spreadsheet are as follows:
  - Source of data
  - Name of collector
  - County location
  - Beginning Point - street, sidewalk intersection
  - Beginning Point Description - road, driveway, parking lot, etc.
  - Road name
  - Surface type - concrete, brick, stabilized soil
  - Sidewalk width - 2 feet, 3 feet, etc.
  - Sidewalk condition - excellent, good, poor
  - Primary land use - ag/forestry, industrial, etc.
  - Sidewalk terrain - flat, relatively flat, rolling hills, etc.
  - Sidewalk alignment - continuous loop, partial loop, curved line, straight line, mixed
  - Cross slope - normal, marginal, replace
  - Ending point - name of road or place where sidewalk ends
  - Ending point description – dead-end, driveway, parking lot, etc.
  - ADA compliance

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- ✚ The PAC Downtown Access and Amenities Subcommittee will use this data extensively to determine how to improve access to the downtown areas in the region, and the local Planning Advisory Committee will also use this data to make recommendations on where improvements and extensions to the local sidewalk system should be made to establish better access to local activity centers.

29. **Georgia Bike and Pedestrian Plan** - Approved by the State Transportation Board in August, 1997.

**Summary:**

- + Reviewed the Plan Summary that discussed the history of the planning process, the strategy and activities to implement the plan recommendations.
- + Map showing the approved routes.
- + A detailed spreadsheet for each approved route that includes the following attributes:
  - o County
  - o Road facility
  - o Distance
  - o Reference point
  - o Direction
  - o Community
  - o Notes/major features
  - o DOT district
  - o If on State system

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- + The PAC Interregional Bike and Multi-Use Trail Subcommittee and the local Planning Advisory Committees will use the State Route Plan as a guide in developing their recommendations for bike routes and multi-use trails.

30. **2002 National Survey of Pedestrian & Bicyclist Attitudes and Behaviors** - Jointly sponsored by the U.S. Department of Transportation's National Highway Traffic Safety Administration and the Bureau of Transportation Statistics and administered by the Gallup Organization.

**Summary:**

- + Goals of the survey were to ascertain the scope and magnitude of bicycle and pedestrian activity and the public's behavior and attitudes regarding bicycling and walking.
- + Survey asked questions for both bicyclists and pedestrians on the following topics:
  - o Frequency of bicycling and walking
  - o Trip information including, origin, destination, length of trip time, trip distance, land use of origin/destination, trip purpose, facility use and topography
  - o Reasons for not biking and/or walking
  - o Perceptions of safety
  - o Safety practices
  - o Facilities available
  - o Community design
  - o Safe routes to school
  - o Socioeconomics
- + Report highlights major findings from survey and the results are preliminary and subject to change based on finalization of survey data.

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- + Will use part of this summary in the regional bike plan introduction.
- + Will check to see if final results have been published and include those findings if available.

31. **Information on Nutrition and Physical Activity** - Published by the Center for Disease Control and available on their website.

**Summary:**

- ✚ The sections on Physical Activity were printed from the CDC website:
  - The importance of physical activity
  - Why should I be active?
  - Recommendations

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- ✚ Will use information from this printout in the regional bike plan introduction.

- 32. Information on Grants and Funding for Bicycle and Pedestrian Facilities - Printed from various websites including [www.serve.com](http://www.serve.com); [www.fhwa.dot.gov](http://www.fhwa.dot.gov); [www.cfda.gov](http://www.cfda.gov); [www.gfc.state.ga.us](http://www.gfc.state.ga.us); [www.conservaionfund.org](http://www.conservaionfund.org); and [www.walkinginfo.org](http://www.walkinginfo.org).**

**Summary:**

- ✚ These sites provide a wealth of information on the sources to fund bicycle and pedestrian facilities including the name of the funding source, applicant eligibility, eligible type projects, etc.

**Usefulness for Middle Georgia Regional Bike and Pedestrian Plan:**

- ✚ Will be of tremendous help to identify sources of funding in the Regional Plan's implementation strategy.

**APPENDIX 2**  
**REGIONAL BIKE/PEDESTRIAN PLAN**  
**PLANNING ADVISORY COMMITTEE**

Mr. Albert Abrams, VP for External Affairs  
Macon State College  
100 College Station Road  
Macon, GA 31206  
(478) 471-2722  
(Schools)

Mr. Al Andrews  
Jones County Commissioner  
P. O. Box 1359  
Gray, GA 31032  
(478) 405-8301 (W)  
(478) 743-8134 (H)  
(Local Government)

Ms. Karen Bailey, Exec. Director  
Hawkinsville Better Hometown Pgrm.  
P. O. Box 120  
Hawkinsville, GA 31036  
[BetterHometown@comsouth.com](mailto:BetterHometown@comsouth.com)  
(478) 783-9294  
(478) 783-1699 (Fax)  
(Better Hometown Program)

Mr. Don Banks  
Capitol Cycle  
4950 Mercer University Drive  
Macon, GA 31210  
(478) 475-5711  
(Bicycle Dealer)

Mr. James Basley, Transportation Director  
Twiggs County Board of Education  
375 Watson Drive  
Jeffersonville, GA 31044  
(478) 945-3112  
(Schools)

Mr. Jacob Bennekin  
Putnam County Board of Education  
158 Old Glenwood Springs Road  
Eatonton, GA 31024  
[Jacob\\_bennekin@putnam.k12.ga.us](mailto:Jacob_bennekin@putnam.k12.ga.us)  
(706) 485-5381, Ext. 18  
(Schools)

Mr. Rich Bennett  
GIS Manager  
205 W. Church St., Suite 204  
Fort Valley, GA 31030  
(478) 825-1146  
(478) 825-2678 (Fax)  
(Local Government)

Ms. Pat Boyd  
P.O. Box 463  
Gray, GA 31032  
(478) 986-6928  
(Jones County PLAN)

Mr. Ken Boyer  
2026 Maynards Mill Road  
Forsyth, GA 31029  
(478) 719-1874 (Cell)  
(Health and Fitness Advocate)

Mr. Bill Causey  
Macon Engineer's Office  
P. O. Box 247  
Macon, GA 31202  
[bill.causey@macon.ga.us](mailto:bill.causey@macon.ga.us)  
(478) 751-7180  
(Bike Advocate)

Mr. Harold G. Clarke, Jr.  
Forsyth City Councilman  
P. O. Box 1447  
Forsyth, GA 31029

Mr. Earl Colvin, Director  
Facilities and Maintenance  
Jones County Board of Education  
P. O. Box 519  
Gray, GA 31032  
(478) 986-6580  
(Schools)

Crawford County Board of Education  
Attn: Diane  
P. O. Box 8  
Roberta, GA 31078  
(478) 836-3131  
(Schools)

Mr. Kenneth C. Davis  
1318 Witham Drive  
Dunwoody, GA 30338  
(770) 394-2493  
Cell: (404) 326-5250  
(Bike Advocate)

Mr. James DeFoe  
375 Plantation Road  
Gray, GA 31032  
(478) 746-9441 (W)  
(478) 986-9985 (H)  
(Bike Safety Advocate)

Mr. Jeff Dixon, Chairman  
Wilkinson Co. Recreation Commission  
599 Macon Road  
McIntyre, GA 31054  
[Jeff.dixon@englehard.com](mailto:Jeff.dixon@englehard.com)  
(478) 946-7565  
(Local Government)

Mr. Billy Edenfield, President  
Middle Georgia Technical College  
80 Cohen Walker Drive  
Warner Robins, GA 31088  
(478) 988-6800  
(Schools)

Mr. Nate Embry  
Bike-Tech of Middle Georgia  
3003 Vineville Avenue  
Macon, GA 31204  
(478) 741-8356  
(Bicycle Dealer)

Captain Wayne Ennis  
Bibb County Law Enforcement Center  
688 Oglethorpe Street  
Macon, GA 31201  
(Local Government)

Mr. Greg Floyd  
Macon-Bibb County Planning and  
Zoning Commission  
682 Cherry St., Suite 1000  
Macon, GA 31201  
(Macon Area Transportation Study)

Mr. Craig Fluck  
3157A Brookwood Dr.  
Macon, GA 31204  
(478) 743-9146  
(Bike Advocate)

Mr. Mike Ford, President and CEO  
NewTown Macon  
479 Cherry Street  
Macon, GA 31201-3320  
(478) 722-9909, Ext. 102

Director  
Fort Valley Main Street Program  
P. O. Box 1864  
Fort Valley, GA 31030  
(478) 875-5986  
(Main Street Program)

Mr. Larry Fortson  
Macon-Bibb County Parks and  
Recreation Department  
P.O. Box 247  
Macon, GA 31202  
(Local Government)

Mr. Jesse Fountain  
WRATS Project Director  
P. O. Box 1488  
Warner Robins, GA 31099-1488  
(478) 929-1122  
(Warner Robins Area Transportation Study)

Dr. Hedwig Fraunhofer, Associate Professor  
Modern Foreign Languages  
Georgia College & State University  
Milledgeville, GA 31061  
(478) 445-5015

Ms. Aimee Freeman  
250 Lassiter Road  
Forsyth, GA 31029  
(478) 994-9797  
(Bike Advocate)

Mr. Jim Goodrum, Asst. Director  
Recreational Sports and Wellness Dept.  
Mercer University  
1400 Coleman Avenue  
Macon, GA 31207  
(478) 301-5152  
(Schools)

Ms. Amy Goodwin, Statewide  
Bicycle/Pedestrian Coordinator  
Georgia DOT, Office of Planning  
No. 2 Capitol Square, Room 349  
Atlanta, GA 30334  
[Amy.goodwin@dot.state.ga.us](mailto:Amy.goodwin@dot.state.ga.us)  
(404) 657-6692  
(404) 657-5228 (Fax)  
(State Government)

Mr. David Groseclose, Plant Operations  
Georgia College and State University  
Campus Box 085  
Milledgeville, GA 31061  
(478) 445-4467  
(Schools)

Ms. Bette Grotke  
120 Hopeton Lane, NE  
Eatonton, GA 31024  
(706) 484-2147  
(Bike Advocate)

Mr. Ben Hamrick, Business Mgr.  
Macon-Bibb County Parks and  
Recreation Department  
P.O. Box 247  
Macon, GA 31202  
(478) 751-9286  
(Local Government)

Mr. Bobby Harris  
111 Green Briar Drive  
Gray, GA 31032  
(478) 988-3479  
(Local Government)

Mr. Bob Hooson, Director  
Eatonton Better Hometown  
P.O. Box 3820  
Eatonton, GA 31024  
[Hoosongroup@aol.com](mailto:Hoosongroup@aol.com)

Mr. Anthony Jackson  
Director of Transportation  
Peach County Board of Education  
523 Vineville Street  
Fort Valley, GA 31030  
(478) 825-8846  
(Schools)

Mr. Deron King, City Administrator  
City of Forsyth  
P.O. Box 1447  
Forsyth, GA 31029  
(478) 994-5649  
(Local Government)

Steven and Debby Kinman  
111 Stillwood Drive  
Warner Robins, GA 31088  
(Bike Advocates)

Mr. Whit Kirkland  
P.O. Box 334  
Byron, GA 31008  
(478) 956-2607  
(Bike Advocate)

Ms. Elizabeth MacGregor  
Eatonton-Putnam Chamber of Commerce  
P. O. Box 4088  
Eatonton, GA 31024  
(706) 485-7701  
(Chamber of Commerce)

Mr. Rick Maier, Vice Pres./Treasurer  
Wesleyan College  
4760 Forsyth Road  
Macon, GA 31210  
(478) 757-2083  
(Schools)

Mr. Tim Manning  
244 Falcon Crest  
Warner Robins, GA 31088  
(Bike Advocate)

Mr. Dell Mason  
P.O. Box 505  
Irwinton, GA 31042  
(478) 946-7111  
(Bike Advocate)

Ms. Christa McKinney, District 2  
Planning and Programming Engineer  
Georgia Dept. of Transportation  
P. O. Box 8  
Tennille, GA 31089-0008  
[Christa.McKinney@dot.state.ga.us](mailto:Christa.McKinney@dot.state.ga.us)  
(478) 552-4629  
(State Government)

Ms. Sandra McKinney, Exec. Dir.  
Jones County-Gray Chamber  
P. O. Box 686  
Gray, GA 31032  
[jcgchcom@jonescounty.org](mailto:jcgchcom@jonescounty.org)  
(478) 986-1123  
(478) 986-1022 (Fax)  
(Chamber of Commerce)

Mr. Mike McMullen  
939 Highway 83 North  
Forsyth, GA 31029  
(478) 994-9548  
(Bike Advocate)

Mr. Bill McNair, Director  
Baldwin County Recreation  
121 N. Wilkinson St., Suite 314  
Milledgeville, GA 31061  
(478) 445-4791  
(478) 445-6320 (Fax)  
(Local Government)

Mr. Larry Moore, Chairman  
Historic Piedmont Scenic By-Way Corp.  
190 Collis Circle, NE  
Eatonton, GA 31024  
[larrymorre@plantationcable.net](mailto:larrymorre@plantationcable.net)  
(706) 485-1234  
(706) 485-485-9888 (Fax)  
(706) 473-2453 (Cell)  
(Local Government)

Ms. Lee Ann Nash  
3717 Boxankle Rd.  
Barnesville, GA 30204  
(478) 992-9780

Mr. Jim Newton  
Middle Georgia Technical College  
80 Cohen Walker Drive  
Warner Robins, GA 31088  
(478) 988-6800  
(Schools)

Ms. Jan Nichols, Director  
Oconee River Greenway Authority  
Georgia Military College  
P. O. Box 150  
Milledgeville, GA 31061  
(State Government)

Ms. Kathleen O'Neal  
2451 Moseley Road  
Byron, GA 31008  
(478) 207-1390  
(Bike Advocate)

Dr. Melton Palmer, President  
Central Georgia Technical College  
3300 Macon Tech Drive  
Macon, GA 31206  
(478) 757-3400  
(Schools)

Mr. Thomas Palmer  
Peach County Commission  
205 W. Church St., Suite 204  
Fort Valley, GA 31030  
(478) 825-2535  
(Local Government)

Mr. Greg Peavy, Principal  
Westside Elementary  
301 N. Pleasant Hill  
Warner Robins, GA 31093  
(478) 929-7820  
(Schools)

Mr. Walter J. Perry  
243 Red Oak Road  
Byron, GA 31008  
(Bike Advocate)

Mr. David Pinkston  
457 Pinecrest Road  
Macon, GA 31204  
(Bike Advocate)

Ms. Christy Prosser, Safety Director  
Twiggs County Board of Education  
952 East Main Street  
Jeffersonville, GA 31044  
(478) 825-3127  
(Schools)

Mr. Tom Queen, District 3 Planning  
and Programming Engineer  
Georgia Dept. of Transportation  
715 Andrews Drive  
Thomaston, GA 30286-4524  
[Tom.Queen@dot.state.ga.us](mailto:Tom.Queen@dot.state.ga.us)  
(706) 646-6500  
(State Government)

Ms. Lynda Ramage  
P. O. Box 3820  
Eatonton, GA 31024  
(706) 485-3372  
(Bike Advocate)

Mr. Charles Reeves  
Oconee Outfitters  
101 Chase Plaza, Suite D  
Milledgeville, GA 31061  
(478) 452-3890  
(Bicycle Dealer)

Ms. Gwendolyn Reeves  
Fort Valley State University  
P.O. Box 4734  
Fort Valley, GA 31030  
(Schools)

Mayor John Reid, Chairman  
City of Eatonton  
103 Beech Avenue  
Eatonton, GA 31024  
(706) 485-0721  
(PAC Chairman)

Ms. Mary A. Richardson  
517 Emily Place  
Macon, GA 31204  
(478) 746-1086  
(Disabled Community)

Mr. Vernon B. Ryle III, Exec. Dir.  
Macon-Bibb County Planning & Zoning  
682 Cherry Street, Suite 1000  
Macon, GA 31201  
(478) 751-7460  
(Macon Area Transportation Study)

Ms. Carol Silsby, Exec. Director  
Gordon Better Hometown Program  
P. O. Box 760  
Gordon, GA 31031  
(478) 628-2406  
(Better Hometown Program)

Mr. Bill Slade  
Pulaski County Board of Education  
206 McCormick Avenue  
Hawkinsville, GA 31036  
(478) 783-7260  
(Schools)

Ms. LaToya Stackhouse  
Fort Valley State University  
1005 State University Drive  
P.O. Box 5319  
Fort Valley, GA 31030  
(478) 825-6888  
(Schools)

Mr. Bill Staudt  
The Bike Store  
4025 Watson Boulevard  
Warner Robins, GA 31093  
(478) 953-6225  
(Bicycle Dealer)

Mr. Robert Stump, Director  
Peach County Recreation  
205 W. Church Street, Suite 204  
Fort Valley, GA 31030  
(478) 825-3334  
(Local Government)

Ms. Jessica Swecker, Transportation Planner  
Warner Robins Area Transportation Study  
City of Warner Robins  
P.O. Box 1488  
Warner Robins, GA 31099-1488  
(Warner Robins Area Transportation Study)

Mr. Reginald Tabor  
City of Macon  
P.O. Box 247  
Macon, GA 31202  
(478) 751-7692  
(Local Government)

Ms. Jondrea Woolfolk  
Bibb County Health Dept.  
171 Emery Highway  
Macon, GA 31217  
(478) 749-0113  
(Health and Fitness Advocate)

Dr. Gene Trammell, Superintendent  
Baldwin County Board of Education  
P. O. Box 1188  
Milledgeville, GA 31059  
(478) 453-4176  
(Schools)

Mr. Chris Yarbrough, Exec. Director  
Milledgeville Main Street Program  
P. O. Box 1422  
Milledgeville, GA 31059  
(478) 414-4014  
(Main Street Program)

Mr. Jeff Turner  
Monroe County Board of Education  
25 Brookwood Avenue  
Forsyth, GA 31029  
(478) 994-2031  
(Schools)

Dr. Mike Van Wyck, Asst. Supt.  
Bibb County Board of Education  
P. O. Box 6157  
Macon, GA 31213  
(478) 765-8711  
(Schools)

Ms. Tammy Vehige, M.Ed, CHES  
Physical Activity and Health Branch  
Division of Nutrition and Physical Activity  
Centers for Disease Control and Prevention  
4770 Buford Hwy NE; Mailstop K-46  
Atlanta, GA 30341-3717  
(770) 488-5537  
(Health and Fitness Advocate)

Mr. Benny Watson  
132 Coopers Church Road, SW  
Milledgeville, GA 31061  
[Bstone\\_rb1@alltel.net](mailto:Bstone_rb1@alltel.net) or  
[watsobe@voughtaircraft.com](mailto:watsobe@voughtaircraft.com)  
(478) 452-8885 (H)  
(478) 454-4246 (W)  
(Bike Advocate)

Mr. Chris Wells  
105 Mandalay Court  
Macon, GA 31210  
(478) 474-5479  
(Bike Advocate)

**APPENDIX 3**  
**MILLEDGEVILLE/BALDWIN COUNTY**  
**BIKE/PEDESTRIAN PLAN**  
**PLANNING ADVISORY COMMITTEE**

Mr. Richard Bialac, Ph.D  
Professor of Information Systems  
Georgia College & State University  
Campus Box 12  
Milledgeville, GA 31061-0490  
[rick.bialac@gcsu.edu](mailto:rick.bialac@gcsu.edu)  
(478) 445-4075

Dr. Hedwig Fraunhofer, Associate Professor  
Modern Foreign Languages  
Georgia College & State University  
Milledgeville, GA 31061  
[Hedwig.fraunhofer@gcsu.edu](mailto:Hedwig.fraunhofer@gcsu.edu)  
(478) 445-5015

Mr. Jack Graham  
City Marshall  
City of Milledgeville  
P. O. Box 1900  
Milledgeville, GA 31061  
(478) 414-4010

Mr. David Groseclose, Plant Operations  
Georgia College & State University  
Campus Box 085  
Milledgeville, GA 31061  
[dave.groseclose@gcsu.edu](mailto:dave.groseclose@gcsu.edu)  
(478)445-4467  
(Schools)

Mr. Robert Haney  
Exec. Asst. to President & Chief  
of Staff  
Georgia College & State University  
Campus Box 20  
Milledgeville, GA 31061-0490  
[robert.haney@gcsu.edu](mailto:robert.haney@gcsu.edu)  
(478) 445-6802

Ms. Christa McKinney, District 2  
Planning and Programming Engineer  
Ga. Dept. of Transportation  
P. O. Box 8  
Tennille, GA 31089-0008  
[christa.mckinney@dot.state.ga.us](mailto:christa.mckinney@dot.state.ga.us)  
(478) 552-4629  
(State Government)

Mr. Bill McNair, Director  
Baldwin County Recreation  
121 N. Wilkinson St., Suite 314  
Milledgeville, GA 31061  
[bmcnai9@alltel.net](mailto:bmcnai9@alltel.net)  
(478) 445-4791  
(478) 445-6320 (Fax)  
(Local Government)

Ms. Jan Nichols, Director  
Oconee River Greenway Authority  
Georgia Military College  
P. O. Box 150  
Milledgeville, GA 31061  
[jnichols@gmc.cc.ga.us](mailto:jnichols@gmc.cc.ga.us)  
(State Government)

Dr. Gene Trammell, Superintendent  
Baldwin County Board of Education  
P. O. Box 1188  
Milledgeville, GA 31059  
[cetrammell@baldwin.k12.ga.us](mailto:cetrammell@baldwin.k12.ga.us)  
(478) 453-4176  
(Schools)

Mr. Benny Watson  
132 Coopers Church Road, SW  
Milledgeville, GA 31061  
[wintercreek132@yahoo.com](mailto:wintercreek132@yahoo.com)  
(478) 452-8885 (H)  
(478) 454-4246 (W)  
(Bike Advocate)

Mr. Chris Yarbrough, Exec. Director  
Milledgeville Main Street Program  
P. O. Box 1422  
Milledgeville, GA 31059  
[ceyarbrough@alltel.net](mailto:ceyarbrough@alltel.net)  
(478) 414-4014

**APPENDIX 4**  
**EATONTON/PUTNAM COUNTY**  
**BIKE/PEDESTRIAN PLAN**  
**PLANNING ADVISORY COMMITTEE**

Mr. Jacob Bennekin  
Putnam County Board of Education  
158 Old Glenwood Springs Road  
Eatonton, GA 31024  
[Jacob\\_Bennekin@putnam.k12.ga.us](mailto:Jacob_Bennekin@putnam.k12.ga.us)  
(706) 485-5381 ext. 18  
(Schools)

Ms. Bette Grotke  
120 Hopeton Lane, NE  
Eatonton, GA 31024  
[ebg@plantationcable.net](mailto:ebg@plantationcable.net)  
(706)484-2147  
(Bike Advocate)

Mr. Bob Hooson, Director  
Eatonton Better Hometown  
P. O. Box 3820  
Eatonton, GA 31024  
[Hoosongroup@aol.com](mailto:Hoosongroup@aol.com)

Ms. Elizabeth MacGregor  
Eatonton-Putnam Chamber of Commerce  
P. O. Box 4088  
Eatonton, GA 31024  
[epchamber@eatonton.com](mailto:epchamber@eatonton.com)  
(706) 485-7701  
(Chamber of Commerce)

Ms. Christa McKinney, District 2  
Planning and Programming Engineer  
Ga. Dept. of Transportation  
P. O. Box 8  
Tennille, GA 31089-0008  
[christa.mckinney@dot.state.ga.us](mailto:christa.mckinney@dot.state.ga.us)  
(478) 552-4629  
(State Government)

Mr. Larry Moore, Chairman  
Historic Piedmont Scenic By-Way Corp.  
190 Collis Circle, NE  
Eatonton, GA 31024  
[larrymoore@plantationcable.net](mailto:larrymoore@plantationcable.net)  
(706) 485-1234  
(706) 485-9888 (Fax)  
(706) 473-2453 (Cell)  
(Local Government)

Ms. Lynda Ramage  
P. O. Box 3820  
Eatonton, GA 31024  
[lyndaramage@cs.com](mailto:lyndaramage@cs.com)  
(706) 485-3372  
(Bike Advocate)

Mayor John Reid, Chairman  
City of Eatonton  
103 Beech Avenue  
Eatonton, GA 31024  
[JOHNREID@communicomm.com](mailto:JOHNREID@communicomm.com)  
(706) 485-0721  
(PAC Chairman)

**APPENDIX 5  
MINUTES  
REGIONAL BICYCLE/PEDESTRIAN PLANNING  
ADVISORY COMMITTEE MEETING  
WEDNESDAY, JUNE 30, 2004**

Members Present

Mayor John Reid, Chairman  
Bill Causey  
Billy Edenfield  
Aimee Freeman  
Amy Goodwin  
Whit Kirkland  
Larry Moore  
David Pinkston  
Reginald Tabor

Staff Present

Phil Clark

The meeting was called to order at 10:00 a.m. by Chairman Reid, and he welcomed all in attendance. He turned the meeting over to Mr. Clark. Mr. Clark briefed the Committee on the progress made since the last Committee meeting in January. He said that four subcommittees were formed; Interregional Bike and Multi-use Trail, Downtown Access and Amenities, Marketing and Outreach Programs, and Safe Routes to School. Each of the subcommittees have been responsible for the development of the goals, objectives, and performance measures and recommendations for new facilities and policies/procedures and marketing/outreach programs that promote the use, safety, and health benefits of walking and riding a bicycle.

Mr. Clark referred the members to the maps that were on display and explained the recommended interregional bike and multi-use routes, and the routes suggested by the Milledgeville-Baldwin County and Eatonton-Putnam County Planning Advisory Committee for their local plans. The key recommendations are as follow:

- ? Development of the Ocmulgee Heritage Trail along the Ocmulgee River between Juliette in Monroe County to City of Hawkinsville in Pulaski County. There is a diversion of this trail in Houston County along Hwy. 247 where it intersects with Highway 96. The trail picks up south of Hwy. 96 to City of Hawkinsville. This provides exception access to Robins Air Force Base and avoids the river swamps in northern and central Houston County.
- ? Development links to the Ocmulgee Heritage Trail from Monroe County, Bass Road in northern Bibb County, and the proposed scenic byway in Jones County.
- ? Development of the Oconee Greenway Trail from Lake Sinclair to Wilkinson County that connects with the proposed Balls Ferry Park.

- ? Development and extension of the Bay Gall Creek greenway trail that would connect the route along Highway 96 to the one that heads north beginning at White Road.
- ? Designation of the City of Byron as a hub connecting three routes heading north, east, and west.
- ? Development of a rails-to-trails route along an abandoned rail line between Macon and Milledgeville.
- ? Development of a multi-use trail along Hwy. 44 connecting the City of Eatonton to Reynolds Plantation and other development in southern Greene County.
- ? Development of the Downtown-Blandy Road bicycle and pedestrian route in the City of Milledgeville that connects the Oconee Greenway, the downtown area, Georgia Military College, the two Georgia College and State University campuses, and several public schools.
- ? Development of a bicycle and pedestrian route in the City of Milledgeville connecting the downtown area and the Central State Hospital campus.
- ? Bike route along the proposed scenic byway along Hwy. 112 between Allentown and Milledgeville. A link along Hwy. 57 east would connect it to the Oconee Greenway Trail at Balls Ferry Park.
- ? A multi-use path in the City of Eatonton that connects a residential neighborhood with a major industrial park and downtown area.
- ? Development of multi-use paths in the City of Perry that connect all the major points of interest.
- ? Installation of new sidewalks in the City of Byron

After his presentation on the interregional bike and multi-use trail recommendation, Mr. Clark opened the floor to comments and questions. Mr. Kirkland expressed his concern about a DOT project on US 41 in Houston County where it does not appear that provisions are being made for a bike lane since this is on a designated state bike route. At that time, Ms. Goodwin, the GDOT Bicycle and Pedestrian Coordinator, walked into the room. Ms. Goodwin went on to explain GDOT's policy for the placement of a bike lane on designated routes for widening and reconstruction projects only. This does not cover resurfacing projects. She indicated she would check into this and respond back by e-mail to Mr. Clark.

Mr. Causey questioned the policy regarding resurfacing projects. He said it did not seem right that the state resurfaces a road and restripes it in the same manner as before without making some provision for bicycles. He said it would make more sense and make the project more effective if several additional feet of shoulder would be paved and striped to make accommodations for bicycles. Mr. Clark suggested that a recommendation be made in the regional plan to include bike lane provisions for resurfacing projects.

The issue of rumble strips along the road shoulders was then discussed. Mr. Kirkland, Mr. Causey, and Mr. Pinkston expressed concern over these strips and the difficulty it causes bicyclists. This was especially an issue with Georgia bicyclists since other states in the southeast do not have the same policy.

Ms. Goodwin made a comment that the Georgia Department of Transportation has adopted the American Association of State Highway and Transportation Officials' Guide for the

Development of Bicycle Facilities for interdepartmental use when incorporating bicycle facilities into road and highway projects.

After this discussion, Mr. Clark reviewed with the Committee the results of the Downtown Sidewalk Survey. This survey incorporated the results of the windshield and GPS surveys conducted by the RDC staff for every community in the region. Shown on the spreadsheet provided by Mr. Clark is the condition of the existing sidewalk and streetscape network; rating of the connectivity to downtown, points of interest, schools, and neighborhood subdivisions; areas in the community which have a good sidewalk network and areas which need improvement and better connectivity. In most instances, the survey revealed the condition of the sidewalks was in good condition, but the amenities to the pedestrians were fair to poor. Connectivity to the downtown was for the most part good, but connectivity to the other areas ranged from good to poor based on the community.

Mr. Clark then discussed the results of a survey conducted by the RDC staff on accident reporting, existing local policies and procedures and marketing/outreach programs that support the use, safety and health benefits of walking and riding a bike. The survey revealed some very disturbing news that little in the way of policies/procedures and marketing/outreach programs are currently in place in the Middle Georgia region to support walking or riding a bicycle. In addition, there have been a surprising large number of accidents involving pedestrians that is supposedly off the radar screen for most law enforcement agencies, but needs to be addressed in the plan's implementation strategy.

The final report that Mr. Clark presented to the Committee was recommendations for polices and marketing/outreach programs that promote bicycle/pedestrian transportation. The report was divided into five major categories; promotion of use, promotion of safety, promotion of health and fitness, promotion of improved community quality of life, and policies and procedures. Some of the more important recommendations include:

- ? Incorporating bicycle/pedestrian facilities into local land development codes and neighborhood redevelopment plans;
- ? Establishing and budgeting for regular sidewalk maintenance and the expansion of existing sidewalks and multi-use paths.
- ? Creating incentives for businesses/industries to walk/ride to work; and incentives for students on campus to walk/bike instead of driving a car;
- ? Designing a safety program that addresses safety targeted for young bicyclists, parents of young bicyclists, adult bicyclists, and motorists;
- ? Incorporating health/fitness and promoting bike safety programs as part of required school curriculum;
- ? Incorporating into employee wellness programs the promotion of walking and riding a bicycle for general fitness benefits;
- ? Using community-wide events and festivals to highlight walking and biking programs;
- ? Establishing a community coalition using the "Safe Communities" and "Safe Kids" models;
- ? Developing safe walk routes to school utilizing a parent and local citizen safety committees;
- ? Implementing aggressive traffic enforcement to control motor vehicle speeds on streets used by children and in high pedestrian traffic areas.

Ms. Freeman asked a question if there were any Safe Route to School programs in the Middle Georgia region. Mr. Clark responded that he was not aware of any organized programs in the region. Ms. Freeman commented that from her perspective as a school teacher, it would be of great benefit to the region to start developing and implementing these programs. Mr. Clark pointed out that one of the objectives identified by the Safe Routes to School Subcommittee was to establish pilot safe routes to school programs in every school district in the region by 2007. Ms. Goodwin pointed out that Georgia DOT is in the process of developing a manual of how to start a safe routes to school program. In addition, she pointed out that in the proposed transportation bill, there is a significant amount of money being allocated for the development of Safe Routes to School programs. The State of Georgia would be slated to receive approximately \$5 million if the amounts in the approved bill stay the same.

In other business, Mr. Clark said he was merging the Interregional Bike/Multi-Use Trails Subcommittee with the Downtown Access Subcommittee. In this new subcommittee, there will be separate groups handling sidewalks, another for bike trails, and another focusing on the multi-use paths (Ocmulgee Heritage Trail and the Milledgeville rails-to-trails; the Oconee Greenway and Eatonton-Reynolds Plantation Trail along Hwy. 44 will be handled by the Baldwin and Putnam PACs respectively). In addition, there will be a merger of the Marketing/Outreach Subcommittee and the Safe Routes to School Subcommittees. The times of these meetings will be held at 6:00 p.m. to make it more convenient for members to attend, and they will conclude no later than 7:30 p.m.

Being no further business, the meeting was adjourned at 11:55 a.m.

**APPENDIX 5  
MINUTES  
REGIONAL BICYCLE/PEDESTRIAN PLANNING  
ADVISORY COMMITTEE MEETING  
TUESDAY, SEPTEMBER 28, 2004**

Members Present

Craig Fluck  
Bill McNair  
Jan Nichols  
Kathleen O'Neal  
Reginald Tabor

Staff Present

Phil Clark

The meeting was called to order at 6:00 p.m. by Phil Clark, and he welcomed all in attendance. Mr. Clark briefed the Committee on the progress made since the last Committee meeting in June. He said that he met with the Regional PAC subcommittees, the Eatonton-Putnam County PAC, Milledgeville-Baldwin County PAC and representatives from the City of Perry, City of Byron, City of Warner Robins and Houston County to obtain input into the 5-year implementation strategies. Mr. Clark mentioned that he will be meeting with representatives from the City of Centerville on October 7 to discuss bicycle/pedestrian plans for that community.

Mr. Clark referred the members to the draft five-year Implementation Strategies for the Middle Georgia region, Eatonton-Putnam County and Milledgeville-Baldwin County. While Mr. Clark was discussing the implementation strategies, he was referred to the corresponding maps that were on display. Some of the key recommendations from the various implementation strategies were:

- ✦ Shared-use path system in the City of Perry.
- ✦ Sidewalk and streetscape improvements in the City of Byron.
- ✦ Expansion of the Ocmulgee Heritage Trail from Bass Road in Bibb County south to Robins Air Force Base.
- ✦ Development plan for the Milledgeville-Macon Rails-to-Trails project; construction of 5 miles of that trail.
- ✦ Signage along selected bike routes
- ✦ Construction of Phase II and Phase III of the Warner Robins-Houston County Greenway.
- ✦ Construction of sidewalks in Warner Robins and Houston County.
- ✦ Construction of portions of the Oconee Greenway and loop road.
- ✦ Design and construction of Downtown-West Campus Connector in Milledgeville.
- ✦ Construction of shared-use path from Hwy 16/44 split in the City of Eatonton to I-20 in Greene County.

- ✦ Construction of shared-use path/sidewalks from Courthouse Square in downtown Eatonton to Hwy 16/44 split.
- ✦ Construction of new sidewalks or improvement of existing sidewalks in downtown Eatonton and historic district.
- ✦ Construction of bike lane connecting major residential area in Eatonton to major industrial park.
- ✦ Supportive marketing and outreach programs focusing on safety, and promotion of use, health and fitness and benefits to the community.
- ✦ Establish pilot safe routes to school programs in several communities in the region.

After his presentation on the five-year Implementation Strategies, Mr. Clark asked Ms. Nichols, Executive Director of the Oconee Greenway Authority to brief the audience on the proposed improvements of the OGA contained in the Milledgeville-Baldwin County Implementation Strategy. Following this briefing, Mr. Clark opened the floor for questions and comments. Those making comments were supportive of the recommendations contained in the implementation strategies. Discussion followed on how to get this information (tables and maps) out to those members who were not in attendance, particularly in an electronic format. Mr. Clark indicated that this would be a priority the next business day. Mr. Clark and those present also discussed the importance of obtaining future commitments from the PAC members in assisting in the implementation of the plan recommendations. All indicated a willingness to write or call the other members and encourage them to become actively involved.

Mr. Clark reminded those in attendance about the public meeting on October 12 at 6:00 p.m. in the RDC Conference Room. He encouraged them to get the message out to their contacts and invite as many as they could to the meeting.

Being no further business, the meeting was adjourned at 7:30 p.m.

**APPENDIX 6**  
**REGIONAL BICYCLE/PEDESTRIAN PLAN**  
**PUBLIC MEETING #1**  
**MINUTES**  
**MARCH 25, 2004**

Mr. Phil Clark, Senior Planner with the Middle Georgia RDC, opened the public meeting at 6:00 p.m. by welcoming the guests who were present. He asked each of attendees to introduce themselves, identify where they were from, and the reason they attended the meeting.

After the welcome and introductions, Mr. Clark proceeded with a PowerPoint presentation on the Regional Bicycle/Pedestrian Plan process. The subjects discussed during the presentation were the basis for bicycle/pedestrian planning, the plan elements, the public involvement strategy, federal and state strategies related to bicycle and pedestrian planning, and a brief overview of a vision statement, goals, objectives and performance measures.

Copies of the vision statement and the goals, objectives, and performance measures developed by the four PAC subcommittees were provided to the attendees when they entered the meeting room. They were asked to review them and submit any comments they had to Mr. Clark by April 2, 2004 on the form provided. In addition, Mr. Clark directed the attendees to the rear of the room where the goals, objectives, and performance measures were on display for review after the public meeting.

Mr. Clark then placed a table card on four tables which had the names of the subject areas that will be addressed during this planning process; downtown access and amenities, safe routes to school, interregional bike and multi-use trails, and marketing and outreach programs. Mr. Clark requested each of the attendees select a table that best represents their particular interest. After each of the attendees selected their table, Mr. Clark handed out a form that asked the persons at each of the tables, the opportunities and constraints related to their subject area and actions that need to be taken to take advantage of the opportunities and eliminate the constraints. At the conclusion of the process, a spokesperson at each of the tables summarized the comments.

Mr. Clark showed a PowerPoint presentation that he received earlier from one of the attendees. The presentation was a series of pictures taken while he was stationed in Germany. It provided a vivid illustration of the emphasis placed by a number of European countries on bicycle and pedestrian facilities. This led to several comments on how this could be applied to the Middle Georgia region.

Mr. Clark concluded the public meeting by requesting the attendees complete a form if they were interested in serving on a PAC subcommittee, and to distribute the walkability and bikeability surveys. Being no further questions and comments, Mr. Clark adjourned the meeting at 7:50 p.m.

**APPENDIX 6  
MINUTES  
REGIONAL BICYCLE/PEDESTRIAN PLANNING  
PUBLIC MEETING  
TUESDAY, OCTOBER 12, 2004**

The meeting was called to order at 6:00 p.m. by Phil Clark, and he welcomed those present. There were 28 persons in attendance and one representative from the news media. Mr. Clark briefed the public on the progress made since the last Committee meeting in March. He said that he met with the Regional PAC, the Eatonton-Putnam County PAC, Milledgeville-Baldwin County PAC and representatives from the City of Perry, City of Byron, City of Warner Robins and Houston County to obtain input into the long-term and five-year implementation strategies.

Mr. Clark briefly reviewed the maps on display and the draft five-year Implementation Strategies for the Middle Georgia region, Eatonton-Putnam County, and Milledgeville-Baldwin County. Some of the key recommendations from the various implementation strategies were:

- + Shared-use path system in the City of Perry;
- + Sidewalk and streetscape improvements in the City of Byron;
- + Expansion of the Ocmulgee Heritage Trail from Bass Road in Bibb County south to Robins Air Force Base;
- + Development plan for the Milledgeville-Macon Rails-to-Trails project; construction of five miles of that trail;
- + Signage along selected bike routes;
- + Construction of Phase II and Phase III of the Warner Robins-Houston County Greenway;
- + Construction of sidewalks in Warner Robins and Houston County;
- + Construction of portions of the Oconee Greenway and loop road;
- + Design and construction of Downtown-West Campus Connector in Milledgeville;
- + Construction of shared-use path from Hwy. 16/44 split in the City of Eatonton to I-20 in Greene County;
- + Construction of shared-use path/sidewalks from Courthouse Square in downtown Eatonton to Hwy. 16/44 split;
- + Construction of new sidewalks or improvement of existing sidewalks in downtown Eatonton and historic district;
- + Construction of bike lane connecting major residential area in Eatonton to major industrial park;
- + Supportive marketing and outreach programs focusing on safety and promotion of use, health and fitness, and benefits to the community;
- + Establish pilot safe routes to school programs in several communities in the region.

Following this briefing, Mr. Clark explained that this was just the beginning of the process with the next step being the implementation phase. He encouraged those present to become involved and become part of the effort to make this plan a reality. Everyone indicated their willingness to become part of the PAC and join in the effort to bring this plan to fruition. Mr. Clark said he would add their names to the PAC members list on the PAC listserve for future meeting notices and other announcements. Mr. Clark then opened the floor for questions and comments, some of which are summarized below.

- ✦ Explain the difference between bike lanes, shared-use paths, greenways, etc. - Mr. Clark gave a short explanation of the differences and how they relate to this plan.
- ✦ To bring this plan to reality must include changes in local ordinances and local/state transportation plans that promote bicycle/pedestrian access and a strong commitment to finance these plans.
- ✦ A suggestion was made to move the implementation of the bicycle/pedestrian website from 2006 to 2005. Everyone felt this was important to gather support and provide needed information to the general public. Mr. Clark indicated that he would make the change and would look at alternatives to get this funded this fiscal year.
- ✦ Place future PAC and public meetings on the RDC website. In addition, when Mr. Clark goes out and makes presentations to the local elected officials that these meetings also are placed on the RDC website - Mr. Clark said he would implement these suggestions.
- ✦ How will this effort succeed where the other efforts have failed? Mr. Clark explained that first, this plan includes five-year implementation strategies that are realistic and have a good chance of getting funded and on the ground; second this process will have an implementation phase that brings together an interested group of stakeholders who will put in the effort necessary to make this a reality; and finally, there are marketing/outreach programs identified in the plan that are designed to maximize the usage of the facilities, promote health and safety, and increase support for additional bicycle/pedestrian access.
- ✦ There were comments in support of the education and outreach programs and the importance of placing signage on these routes initially so that motorists are aware of potential bicyclists on the road.
- ✦ There were concerns voiced about Georgia DOT's commitment to bicycle and pedestrian facilities in the past and the need to have GDOT as an active partner in the implementation process, including a commitment to fund bicycle and pedestrian facilities, marketing/outreach programs and safe routes to school programs identified in the Plan.
- ✦ Comments were raised on the importance of garnering the support of local elected officials - Mr. Clark indicated that he plans to make presentations to the cities/counties on the plan, but the PAC and the members of the audience can play an important role in the process by working one-on-one to show how the addition of bicycle/pedestrian facilities can benefit their community and that it is worth the local investment.
- ✦ Several in the audience felt the RDC should take the lead role in implementing this plan. Mr. Clark responded that the RDC will have a role in the implementation process, but ultimately it will be people like those in the audience voicing their support to their local and state officials that will likely determine the fate of the plan implementation.
- ✦ A comment to consider the development of plans and specifications and its impact on the timing of the construction projects set forth in the three implementation strategies.
- ✦ One final comment was to have a discussion board on the RDC website for those who want to discuss bicycle/pedestrian issues. The audience was given the names of the bicycle support group websites where discussion boards are already in place.

Being no further business, the meeting was adjourned at 7:45 p.m.

**Appendix 7  
Existing Sidewalk Network  
Macon-Bibb County**

FIPS	BEGINNING POINT	BEGINNING ADA COMP.	BEGINNING DESCRIP	ROAD NAME	SURFACE TYPE	SIDEWALK WIDTH IN FEET	SIDEWALK COND	END POINT	END POINT ADA COMP.	END POINT DESCRIP	END POINT ADA COMP
Bibb	Driveway	No	Driveway	New Clinton Road	Concrete	Less Than 4	Poor	Coral Way	Yes	Road Intersec	Yes
Bibb	Coral Way	Yes	Road Intersec	New Clinton Road	Concrete	Less Than 4	Poor	Alandale Drive	Yes	Road Intersec	Yes
Bibb	Alandale Drive	Yes	Road Intersec	New Clinton Road	Concrete	Less Than 4	Poor	Tredway Drive	Yes	Road Intersec	Yes
Bibb	Fifth Street	Yes	Road Intersec	Broadway	Concrete	Less Than 4	Poor	Cynthia Avenue	No	Road Intersec	No
Bibb	Cynthia Avenue	No	Road Intersec	Broadway	Concrete	Less Than 4	Poor	Henry Street	Yes	Road Intersec	Yes
Bibb	Henry Street	No	Road Intersec	Broadway	Concrete	Less Than 4	Poor	Reid Street	No	Road Intersec	No
Bibb	Reid Street	No	Road Intersec	Broadway	Concrete	Less Than 4	Poor	Unknown	Yes	Road Intersec	Yes
Bibb	Stratton Street	Yes	Road Intersec	Broadway	Concrete	Less Than 4	Poor	Steele Street	Yes	Road Intersec	Yes
Bibb	Steele Street	No	Road Intersec	Broadway	Concrete	Less Than 4	Poor	Concord Street	Yes	Road Intersec	Yes
Bibb	Concorde Street	No	Road Intersec	Broadway	Concrete	Less Than 4	Poor	Edgewood Avenue	Yes	Road Intersec	Yes
Bibb	Edgewood Avenue	No	Road Intersec	Broadway	Concrete	Less Than 4	Poor	Elm Street	Yes	Road Intersec	Yes
Bibb	Elm Street	No	Road Intersec	Broadway	Concrete	Less Than 4	Poor	Ash Street	Yes	Road Intersec	Yes
Bibb	Ash Street	Yes	Road Intersec	Broadway	Concrete	Less Than 4	Poor	Hazel Street	Yes	Road Intersec	Yes
Bibb	Parking Lot	Yes	Parking Lot	Martin Luther King Jr. Boulevard	Concrete	Less Than 4	Poor	Bay Street	Yes	Road Intersec	Yes
Bibb	Bay Street	No	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	Less Than 4	Poor	Hawthorne Street	Yes	Road Intersec	Yes
Bibb	Hawthorne Street	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	Less Than 4	Poor	Oglethorpe Street	Yes	Road Intersec	Yes
Bibb	Oglethorpe Street	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	6	Poor	Oak Street	Yes	Road Intersec	Yes
Bibb	Oak Street	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	Less Than 4	Poor	Pine Street Lane	Yes	Road Intersec	Yes
Bibb	Pine Street Lane	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	6	Good	Pine Street	Yes	Road Intersec	Yes
Bibb	Pine Street	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	6	Good	Plum Street	Yes	Road Intersec	Yes
Bibb	Plum Street	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	8	Good	Poplar Street Avenue	Yes	Road Intersec	Yes
Bibb	Poplar Street Lane	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	7	Good	Poplar Street	Yes	Road Intersec	Yes
Bibb	Poplar Street	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	7	Poor	Cherry Street Lane	Yes	Road Intersec	Yes
Bibb	Cherry Street Lane	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	5	Good	Cherry Street	Yes	Road Intersec	Yes
Bibb	Cherry Street	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	7	Good	Mulberry Street	Yes	Road Intersec	Yes
Bibb	Driveway Terminal Stator	Yes	Driveway	Mulberry Street	Concrete	5	Good	Walnut Street	Yes	Road Intersec	Yes
Bibb	Driveway Terminal Stator	Yes	Driveway	Martin Luther King Jr. Boulevard	Concrete	5	Good	Walnut Street	Yes	Road Intersec	Yes
Bibb	Walnut Street	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	5	Good	Riverside Drve	Yes	Road Intersec	Yes
Bibb	Riverside Drive	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	5	Good	I-16 East Entrance Ram	No	Road Intersec	No
Bibb	I-16 Entrance East	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	5	Good	I-16 Exit Ramp West	Yes	Road Intersec	Yes
Bibb	I-16 Exit Ramp West	No	Road Intersec	Coliseum Drive	Concrete	Less Than 4	Poor	Main Street	No	Road Intersec	No
Bibb	Emery Highway	Yes	Road Intersec	Coliseum Drive	Concrete	Less Than 4	Poor	Coliseum Hospital Drive	Yes	Driveway	Yes
Bibb	Coliseum Hospital Drivew	Yes	Road Intersec	Coliseum Drive	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Unknown	Concrete	Less Than 4	Poor	Dead end	No	Road Intersec	No
Bibb	Main Coliseum Gate Entr	Yes	Parking Lot	Unknown	Concrete	Less Than 4	Poor	Fenced Driveway	Yes	Driveway	Yes
Bibb	Driveway	No	Driveway	Unknown on to Coliseum	Concrete	Less Than 4	Poor	Rear Entrance Centreple	Yes	Road Intersec	Yes
Bibb	Rear Entrance Centreplex	Yes	Road Intersec	Coliseum Drive	Concrete	Less Than 4	Poor	I-16 Entrance Ramp We	Yes	Road Intersec	Yes
Bibb	MLK Bridge	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	Less Than 4	Poor	Riverside Drive	Yes	Road Intersec	Yes
Bibb	Riverside Drive	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	5	Good	Walnut Street	Yes	Road Intersec	Yes
Bibb	Walnut Street	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	5	Good	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Martin Luther King Jr. Boulevard	Concrete	5	Good	Mulberry Street	Yes	Road Intersec	Yes
Bibb	Mulberry Street	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	5	Good	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Martin Luther King Jr. Boulevard	Concrete	4	Good	Cherry Street	Yes	Road Intersec	Yes
Bibb	Cherry Street	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	5	Good	Cherry Street Lane	Yes	Road Intersec	Yes
Bibb	Cherry Street Lane	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	5	Good	Poplar Street	Yes	Road Intersec	Yes
Bibb	Poplar Street	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	5	Good	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Martin Luther King Jr. Boulevard	Concrete	5	Good	Plum Street	Yes	Road Intersec	Yes
Bibb	Plum Street	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	5	Good	Plum Street Lane	Yes	Road Intersec	Yes
Bibb	Plum Street Lane	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	5	Good	Pine Street	Yes	Road Intersec	Yes
Bibb	Pine Street	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	5	Good	Pine Street Lane	Yes	Road Intersec	Yes
Bibb	Pine Street Lane	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	5	Good	Oak Street	Yes	Road Intersec	Yes
Bibb	Oak Street	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	5	Good	Oak Street Lane	Yes	Road Intersec	Yes
Bibb	Oglethorpe Street	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	5	Good	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Martin Luther King Jr. Boulevard	Concrete	Less Than 4	Poor	Hawthorne Street	Yes	Road Intersec	Yes
Bibb	Storefront	Yes	Other	Martin Luther King Jr. Boulevard	Concrete	5	Good	Hazel Street	Yes	Road Intersec	Yes
Bibb	Hazel Street	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	5	Good	Ash	Yes	Road Intersec	Yes
Bibb	Ash Street	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	5	Good	Elm Street	Yes	Road Intersec	Yes
Bibb	Elm Street	Yes	Road Intersec	Martin Luther King Jr. Boulevard	Concrete	5	Good	Edgewood Avenue	No	Road Intersec	No
Bibb	Concord Street	Yes	Road Intersec	Broadway	Concrete	5	Good	Stratton Street	Yes	Road Intersec	Yes
Bibb	Stratton Street	Yes	Road Intersec	Broadway	Concrete	5	Good	Reid Street	Yes	Road Intersec	Yes
Bibb	Reid Street	No	Road Intersec	Broadway	Concrete	5	Good	Salvation Army Drivewa	Yes	Driveway	Yes
Bibb	Cynthia Avenue	Yes	Road Intersec	Broadway	Concrete	5	Poor	Dead end	Yes	Dead End	Yes
Bibb	Chapple Street	No	Road Intersec	Broadway	Concrete	5	Good	Cynthia Avenue	No	Road Intersec	No
Bibb	Culdesac	Yes	Other	Main Street	Concrete	5	Poor	Short Street	Yes	Road Intersec	Yes
Bibb	Short Street	Yes	Road Intersec	Main Street	Concrete	5	Good	Short Circle	Yes	Road Intersec	Yes
Bibb	Short Circle	Yes	Road Intersec	Main Street	Concrete	5	Good	Unknown	Yes	Road Intersec	Yes
Bibb	Unknown	Yes	Road Intersec	Main Street	Concrete	5	Good	Maynard Street	Yes	Road Intersec	Yes
Bibb	Schell Avenue	Yes	Road Intersec	Main Street	Concrete	5	Poor	Hydrolia Street	Yes	Road Intersec	Yes
Bibb	Hydrolia Street	Yes	Road Intersec	Main Street	Concrete	Less Than 4	Poor	Jones Avenue	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Driveway	Main Street	Concrete	Less Than 4	Poor	Balkcom Avenue	Yes	Road Intersec	Yes
Bibb	Balkcom Avenue	Yes	Road Intersec	Main Street	Concrete	Less Than 4	Poor	Fairview Avenue	Yes	Road Intersec	Yes
Bibb	Fairview Avenue	Yes	Road Intersec	Main Street	Concrete	Less Than 4	Poor	Leaf Street	Yes	Road Intersec	Yes
Bibb	Leaf Street	Yes	Road Intersec	Main Street	Concrete	Less Than 4	Poor	Boys Club Driveway	Yes	Driveway	Yes

**Appendix 7  
Existing Sidewalk Network  
Macon-Bibb County**

Bibb	Boys-Girls Club Driveway	Yes	Road Intersec	Main Street	Concrete	Less Than 4	Good	Dead end	Yes	Road Intersec	Yes
Bibb	Jones Avenue	Yes	Road Intersec	Main Street	Concrete	Less Than 4	Poor	Garden Street	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Driveway	Church Street	Concrete	Less Than 4	Poor	Garden Street	Yes	Road Intersec	Yes
Bibb	Garden Street	No	Road Intersec	Church Street	Concrete	Less Than 4	Poor	Church Driveway	Yes	Driveway	Yes
Bibb	Church Driveway	Yes	Driveway	Church Street	Concrete	Less Than 4	Poor	St Johns Street	Yes	Road Intersec	Yes
Bibb	St Johns Street	Yes	Road Intersec	Church Street	Concrete	Less Than 4	Poor	Emery Highway	Yes	Road Intersec	Yes
Bibb	Emery Highway	Yes	Road Intersec	Church Street	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Church Street	Concrete	Less Than 4	Poor	Fellowship Drive	No	Road Intersec	No
Bibb	Fellowship Drive	No	Road Intersec	Church Street	Concrete	Less Than 4	Poor	Garden Street	No	Road Intersec	No
Bibb	Driveway	No	Driveway	Church Street	Concrete	Less Than 4	Poor	Hydroliia Street	Yes	Road Intersec	Yes
Bibb	Dead end	No	Dead End	Hydroliia Street	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Hydroliia Street	Concrete	Less Than 4	Poor	Dead end	Yes	Road Intersec	Yes
Bibb	Unknown	Yes	Road Intersec	Broadway	Concrete	Less Than 4	Poor	Friendship Avenue	Yes	Road Intersec	Yes
Bibb	Fellowship Drive	Yes	Road Intersec	Broadway	Concrete	Less Than 4	Poor	Emery Highway	Yes	Road Intersec	Yes
Bibb	Emory Highway	Yes	Road Intersec	Ft Hill Street	Concrete	Less Than 4	Poor	St Johns Street	Yes	Road Intersec	Yes
Bibb	St Johns Street	Yes	Road Intersec	Ft Hill Street	Concrete	Less Than 4	Poor	Willingham Street	Yes	Road Intersec	Yes
Bibb	Willingham Street	Yes	Road Intersec	Ft Hill Street	Concrete	Less Than 4	Poor	Main Street	No	Road Intersec	No
Bibb	Main Street	Yes	Road Intersec	Balkcom Avenue	Concrete	Less Than 4	Poor	Myrtle Street	Yes	Road Intersec	Yes
Bibb	Myrtle Street	Yes	Road Intersec	Balkcom Avenue	Concrete	Less Than 4	Poor	Peachtree Street	Yes	Road Intersec	Yes
Bibb	Peachtree Street	Yes	Road Intersec	Balkcom Avenue	Concrete	Less Than 4	Poor	Applewood Street	No	Road Intersec	No
Bibb	Applewood Street	No	Road Intersec	Balkcom Avenue	Concrete	Less Than 4	Poor	Peachtree Street	No	Road Intersec	No
Bibb	Peachtree Street	Yes	Road Intersec	Balkcom Avenue	Concrete	Less Than 4	Poor	Main Street	Yes	Road Intersec	Yes
Bibb	Main Street	Yes	Road Intersec	Ft Hill Street	Concrete	Less Than 4	Poor	Willingham Street	No	Road Intersec	No
Bibb	Willingham Street	No	Road Intersec	Ft Hill Street	Concrete	Less Than 4	Poor	Emery Highway	Yes	Road Intersec	Yes
Bibb	Emery Highway	Yes	Road Intersec	Ft Hill Street	Concrete	Less Than 4	Poor	Woolfolk Street	Yes	Road Intersec	Yes
Bibb	Woolfolk Street	No	Road Intersec	Ft Hill Street	Concrete	Less Than 4	Poor	Cowan Street	Yes	Road Intersec	Yes
Bibb	Cowan Street	Yes	Road Intersec	Ft Hill Street	Concrete	Less Than 4	Poor	Clark Street	Yes	Road Intersec	Yes
Bibb	Clark Street	Yes	Road Intersec	Ft Hill Street	Concrete	Less Than 4	Poor	Hall Street	Yes	Road Intersec	Yes
Bibb	Hall Street	Yes	Road Intersec	Ft Hill Street	Concrete	Less Than 4	Poor	Mitchell Street	Yes	Road Intersec	Yes
Bibb	Mitchell Street	Yes	Road Intersec	Ft Hill Street	Concrete	Less Than 4	Poor	Taylor Street	Yes	Road Intersec	Yes
Bibb	Taylor Street	Yes	Road Intersec	Ft Hill Street	Concrete	Less Than 4	Poor	Williams Street	Yes	Road Intersec	Yes
Bibb	Williams Street	Yes	Road Intersec	Ft Hill Street	Concrete	Less Than 4	Poor	Colmans Lane	Yes	Road Intersec	Yes
Bibb	Driveway	No	Driveway	Ft Hill Street	Concrete	Less Than 4	Poor	Shurling Drive	Yes	Road Intersec	Yes
Bibb	Emery Highway	Yes	Road Intersec	Maynard Street	Concrete	Less Than 4	Poor	Driveway	No	Driveway	No
Bibb	Driveway	No	Driveway	Maynard Street	Concrete	Less Than 4	Poor	Driveway	No	Driveway	No
Bibb	Driveway	No	Driveway	Maynard Street	Concrete	Less Than 4	Poor	Main Street	Yes	Road Intersec	Yes
Bibb	Main Street	Yes	Road Intersec	Fairview Street	Concrete	Less Than 4	Poor	Peachtree Street	Yes	Road Intersec	Yes
Bibb	Peachtree Street	Yes	Road Intersec	Fairview Street	Concrete	Less Than 4	Poor	Driveway	No	Driveway	No
Bibb	Main Street	Yes	Road Intersec	Maynard Street	Concrete	Less Than 4	Poor	Maynard Circle	Yes	Road Intersec	Yes
Bibb	Maynard Circle	Yes	Road Intersec	Maynard Street	Concrete	Less Than 4	Poor	Emery Higway	Yes	Road Intersec	Yes
Bibb	Emery Highway	Yes	Road Intersec	Maynard Street	Concrete	Less Than 4	Poor	Stewart Street	Yes	Road Intersec	Yes
Bibb	Stewart Street	Yes	Road Intersec	Maynard Street	Concrete	Less Than 4	Poor	Woolfolk Street	Yes	Road Intersec	Yes
Bibb	Woolfolk Street	Yes	Road Intersec	Maynard Street	Concrete	Less Than 4	Poor	Cowan Street	Yes	Road Intersec	Yes
Bibb	Cowan Street	Yes	Road Intersec	Maynard Street	Concrete	Less Than 4	Poor	Hall Street	Yes	Road Intersec	Yes
Bibb	Hall Street	Yes	Road Intersec	Maynard Street	Concrete	Less Than 4	Poor	Mitchell Street	Yes	Road Intersec	Yes
Bibb	Mitchell Street	Yes	Road Intersec	Maynard Street	Concrete	Less Than 4	Poor	Taylor Street	Yes	Road Intersec	Yes
Bibb	Taylor Street	Yes	Road Intersec	Maynard Street	Concrete	Less Than 4	Poor	Williams Street	Yes	Road Intersec	Yes
Bibb	Williams Street	Yes	Road Intersec	Maynard Street	Concrete	Less Than 4	Poor	Morrow Avenue	Yes	Road Intersec	Yes
Bibb	Morrow Avenue	Yes	Road Intersec	Maynard Street	Concrete	Less Than 4	Poor	Shurling Drive	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Road Intersec	Kitchens Road	Concrete	Less Than 4	Poor	Driveway	Yes	Road Intersec	Yes
Bibb	Kitchens Street	Yes	Road Intersec	Boone Street	Concrete	Less Than 4	Poor	Dennis Street	Yes	Road Intersec	Yes
Bibb	Dennis Street	Yes	Road Intersec	Boone Street	Concrete	Less Than 4	Poor	Eastview Avenue	Yes	Road Intersec	Yes
Bibb	Eastview Avenue	Yes	Road Intersec	Boone Street	Concrete	Less Than 4	Poor	Driveway	Yes	Road Intersec	Yes
Bibb	Shurling Drive	Yes	Road Intersec	Kitchens Road	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Kitchens Road	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Kitchens Road	Concrete	Less Than 4	Poor	Haywood Road	Yes	Road Intersec	Yes
Bibb	Dead end	Yes	Road Intersec	New Clinton Road	Concrete	Less Than 4	Good	Companion Drive	Yes	Road Intersec	Yes
Bibb	Companion Street	Yes	Road Intersec	New Clinton Road	Concrete	Less Than 4	Poor	East Pine Hill Drive	Yes	Road Intersec	Yes
Bibb	East Pine Hill Drive	Yes	Road Intersec	New Clinton Road	Concrete	Less Than 4	Good	Vacation Drive	Yes	Road Intersec	Yes
Bibb	Vacation Drive	Yes	Road Intersec	New Clinton Road	Concrete	Less Than 4	Poor	Holiday Circle	Yes	Road Intersec	Yes
Bibb	Holiday Circle	Yes	Road Intersec	New Clinton Road	Concrete	Less Than 4	Good	Derrel Drive	Yes	Road Intersec	Yes
Bibb	Derrel Drive	Yes	Road Intersec	New Clinton Road	Concrete	Less Than 4	Good	Shurling Drive	Yes	Road Intersec	Yes
Bibb	Shurling Drive	Yes	Road Intersec	New Clinton Road	Concrete	Less Than 4	Good	Greenwood Drive	Yes	Road Intersec	Yes
Bibb	Greenwood Drive	Yes	Road Intersec	New Clinton Road	Concrete	Less Than 4	Poor	Alta Vista Avenue	Yes	Road Intersec	Yes
Bibb	Alta Vista Drive	Yes	Road Intersec	New Clinton Road	Concrete	Less Than 4	Poor	Horseshoe Drive	Yes	Road Intersec	Yes
Bibb	Horseshoe Drive	Yes	Road Intersec	New Clinton Road	Concrete	Less Than 4	Poor	Coral Way	Yes	Road Intersec	Yes
Bibb	Horseshoe Drive	Yes	Road Intersec	New Clinton Road	Concrete	Less Than 4	Poor	Dead end	Yes	Dead End	Yes
Bibb	Boulevard	No	Road Intersec	North Avenue	Concrete	Less Than 4	Poor	Gray Highway	Yes	Road Intersec	Yes
Bibb	Boulevard	No	Road Intersec	Clay Avenue	Concrete	Less Than 4	Poor	Curry Place	Yes	Road Intersec	Yes
Bibb	Shurling Drive	No	Road Intersec	Ft Hill Street	Concrete	Less Than 4	Poor	Colmans Lane	Yes	Road Intersec	Yes
Bibb	Colmans Lane	Yes	Road Intersec	Ft Hill Street	Concrete	Less Than 4	Poor	Morrow Avenue	Yes	Road Intersec	Yes
Bibb	Morrow Avenue	Yes	Road Intersec	Ft Hill Street	Concrete	Less Than 4	Poor	Williams Street	Old Design	Road Intersec	Old Design
Bibb	Williams Street	Yes	Road Intersec	Ft Hill Street	Concrete	Less Than 4	Poor	Taylor Street	Old Design	Road Intersec	Old Design
Bibb	Shurling Drive	Yes	Road Intersec	Maynard Street	Concrete	Less Than 4	Poor	Driveway	No	Driveway	No

**Appendix 7  
Existing Sidewalk Network  
Macon-Bibb County**

Bibb	Driveway	Yes	Driveway	Maynard Street	Concrete	Less Than 4	Poor	Williams Street	No	Road Intersec	No
Bibb	Williams Street	No	Road Intersec	Maynard Street	Concrete	Less Than 4	Poor	Taylor Street	Yes	Road Intersec	Yes
Bibb	Taylor Street	Yes	Road Intersec	Maynard Street	Concrete	Less Than 4	Poor	Mitchell Street	Old Design	Road Intersec	Old Design
Bibb	Mitchell Street	Yes	Road Intersec	Maynard Street	Concrete	Less Than 4	Poor	Hall Street	Yes	Road Intersec	Yes
Bibb	Hall Street	Yes	Road Intersec	Maynard Street	Concrete	Less Than 4	Poor	Clark Street	Yes	Road Intersec	Yes
Bibb	Clark Street	Yes	Road Intersec	Maynard Street	Concrete	Less Than 4	Poor	Cowen Street	Yes	Road Intersec	Yes
Bibb	Cowen Street	Yes	Road Intersec	Maynard Street	Concrete	Less Than 4	Poor	Woolfolk Street	Yes	Road Intersec	Yes
Bibb	Woolfolk Street	Yes	Road Intersec	Maynard Street	Concrete	Less Than 4	Poor	Emory Highway	Yes	Road Intersec	Yes
Bibb	Maynard Street	Yes	Road Intersec	Main Street	Concrete	Less Than 4	Poor	Ft Hill Street	Yes	Road Intersec	Yes
Bibb	Ft Hill Street	Yes	Road Intersec	Main Street	Concrete	Less Than 4	Poor	Jones Avenue	Yes	Road Intersec	Yes
Bibb	Gray Highway	Yes	Road Intersec	North Avenue	Concrete	Less Than 4	Poor	North Garden Terrace	Yes	Road Intersec	Yes
Bibb	North Garden Terrace	Yes	Road Intersec	North Avenue	Concrete	Less Than 4	Poor	Curry Place	Yes	Road Intersec	Yes
Bibb	Curry Place	No	Road Intersec	North Avenue	Concrete	Less Than 4	Poor	Boulevard	Yes	Road Intersec	Yes
Bibb	Boulevard	No	Road Intersec	North Avenue	Concrete	Less Than 4	Poor	Summit Avenue	No	Road Intersec	No
Bibb	Summit Avenue	No	Road Intersec	North Avenue	Concrete	Less Than 4	Poor	Laurel Avenue	No	Road Intersec	No
Bibb	Laurel Avenue	No	Road Intersec	North Avenue	Concrete	Less Than 4	Poor	Boulevard	Old Design	Road Intersec	Old Design
Bibb	North Avenue	Yes	Road Intersec	Boulevard	Concrete	Less Than 4	Poor	Unknown	Yes	Road Intersec	Yes
Bibb	Unknown Alley	No	Road Intersec	Boulevard	Concrete	Less Than 4	Poor	Laurel Avenue	No	Road Intersec	No
Bibb	Boulevard	Yes	Road Intersec	Laurel Avenue	Concrete	Less Than 4	Poor	North Avenue	Yes	Road Intersec	Yes
Bibb	North Avenue	No	Road Intersec	Laurel Avenue	Concrete	Less Than 4	Poor	Boulevard	No	Road Intersec	No
Bibb	Laurel Avenue	No	Road Intersec	Boulevard	Concrete	Less Than 4	Poor	Summit Avenue	Yes	Road Intersec	Yes
Bibb	Summit Avenue	Yes	Road Intersec	Boulevard	Concrete	Less Than 4	Poor	North Avenue	No	Road Intersec	No
Bibb	North Avenue	No	Road Intersec	Boulevard	Concrete	Less Than 4	Poor	Driveway	No	Driveway	No
Bibb	Briarcliff Road	No	Road Intersec	Boulevard	Concrete	5	Poor	Clay Avenue	Yes	Road Intersec	Yes
Bibb	Clay Avenue	No	Road Intersec	Boulevard	Concrete	Less Than 4	Poor	Ivanhoe Avenue	No	Road Intersec	No
Bibb	Clinton Road	No	Road Intersec	Boulevard	Concrete	Less Than 4	Poor	Gray Highway	Yes	Road Intersec	Yes
Bibb	Clinton Road	No	Road Intersec	Boulevard	Concrete	Less Than 4	Poor	Highland Avenue	No	Road Intersec	No
Bibb	Highland Avenue	No	Road Intersec	Boulevard	Concrete	5	Poor	Briarcliff Road	No	Road Intersec	No
Bibb	Dead end	No	Road Intersec	Curry Drive	Concrete	Less Than 4	Poor	Dead end	No	Dead End	No
Bibb	North Avenue	Yes	Road Intersec	Nottingham Drive	Concrete	Less Than 4	Poor	Senate Place	No	Road Intersec	No
Bibb	Senate Place	No	Road Intersec	Nottingham Drive	Concrete	Less Than 4	Poor	Boulevard	No	Road Intersec	No
Bibb	Boulevard	No	Road Intersec	Summit Avenue	Concrete	Less Than 4	Poor	North Avenue	Yes	Road Intersec	Yes
Bibb	North Avenue	No	Road Intersec	Summit Avenue	Other	Less Than 4	Poor	Boulevard	No	Road Intersec	No
Bibb	Dead end	No	Dead End	Nottingham Drive	Concrete	4	Poor	Parkview Drive	No	Road Intersec	No
Bibb	Nottingham Drive	No	Road Intersec	Senate Place	Concrete	Less Than 4	Poor	Boulevard	No	Road Intersec	No
Bibb	Dead end	No	Road Intersec	Briarcliff Road	Concrete	Less Than 4	Poor	Driveway	No	Driveway	No
Bibb	Northeast High School Drive	Yes	Driveway	Clinton Road	Concrete	Less Than 4	Poor	College Parkway	Yes	Road Intersec	Yes
Bibb	College Parkway	Yes	Road Intersec	Clinton Road	Concrete	Less Than 4	Poor	Walls Road	Yes	Road Intersec	Yes
Bibb	Walls Road	Yes	Road Intersec	Clinton Road	Concrete	4	Poor	Pitts Place	Yes	Road Intersec	Yes
Bibb	Pitts Place	Yes	Road Intersec	Clinton Road	Concrete	Less Than 4	Poor	Davis Street	Yes	Road Intersec	Yes
Bibb	Davis Street	No	Road Intersec	Clinton Road	Concrete	4	Poor	Boulevard	Yes	Road Intersec	Yes
Bibb	Boulevard	Yes	Road Intersec	Clinton Road	Concrete	5	Poor	Everlina Avenue	Yes	Road Intersec	Yes
Bibb	Everlina Avenue	Yes	Road Intersec	Clinton Road	Concrete	Less Than 4	Poor	Curry Place	Yes	Road Intersec	Yes
Bibb	Clay Boulevard	Yes	Road Intersec	Curry Drive	Concrete	Less Than 4	Poor	North Avenue	No	Road Intersec	No
Bibb	Curry Place	Yes	Road Intersec	Clinton Road	Concrete	Less Than 4	Poor	Gray Highway	Yes	Road Intersec	Yes
Bibb	Hall Street	No	Road Intersec	Clinton Road	Concrete	Less Than 4	Poor	Hall Street	No	Road Intersec	No
Bibb	Hall Street	Yes	Road Intersec	Clinton Road	Concrete	4	Poor	Unknown	Yes	Road Intersec	Yes
Bibb	Lexington Street	No	Road Intersec	Clinton Road	Concrete	4	Poor	Boulevard	Yes	Road Intersec	Yes
Bibb	Boulevard	Yes	Road Intersec	Clinton Road	Concrete	4	Poor	Shurling Drive	Yes	Road Intersec	Yes
Bibb	Driveway	No	Driveway	Clinton Road	Concrete	4	Poor	Davis Street	No	Road Intersec	No
Bibb	Driveway	Yes	Driveway	Clinton Road	Concrete	4	Poor	Davis Street	Yes	Road Intersec	Yes
Bibb	Davis Drive	Yes	Road Intersec	Clinton Road	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Clinton Road	Concrete	Less Than 4	Poor	Upper River Road	Yes	Road Intersec	Yes
Bibb	Upper River Road	Yes	Road Intersec	Clinton Road	Concrete	Less Than 4	Poor	Crestview Drive	Yes	Road Intersec	Yes
Bibb	Wesleyan Way	Yes	Road Intersec	Forsyth Road	Concrete	4	Good	The Vinings Drive	Yes	Road Intersec	Yes
Bibb	The Vinings Drive	Yes	Road Intersec	Zebulon Road	Concrete	4	Good	Arlington Row	Yes	Road Intersec	Yes
Bibb	Arlington Row	Yes	Road Intersec	Zebulon Road	Concrete	5	Good	Castlegate Road	Yes	Road Intersec	Yes
Bibb	Castlegate Road	Yes	Road Intersec	Zebulon Road	Concrete	4	Good	Marjane Drive	Yes	Road Intersec	Yes
Bibb	Marjane Drive	Yes	Road Intersec	Zebulon Road	Concrete	Less Than 4	Poor	Bass Road	Yes	Road Intersec	Yes
Bibb	Bass Road	Yes	Road Intersec	Zebulon Road	Concrete	Less Than 4	Poor	Stone Edge Road	Yes	Road Intersec	Yes
Bibb	Stone Edge Road	Yes	Road Intersec	Zebulon Road	Concrete	Less Than 4	Poor	Church Entrance	Yes	Road Intersec	Yes
Bibb	Church Entrance	Yes	Road Intersec	Zebulon Road	Concrete	4	Good	Plantation Center Drive	Yes	Road Intersec	Yes
Bibb	Plantation Center Drive	Yes	Road Intersec	Zebulon Road	Concrete	Less Than 4	Good	Med Center North West	Yes	Parking Lot	Yes
Bibb	Med Center Northwest	Yes	Parking Lot	Zebulon Road	Concrete	4	Good	Parking lot	Yes	Parking Lot	Yes
Bibb	Lowe's Parking Lot Entrance	Yes	Parking Lot	Zebulon Road	Concrete	4	Good	Peake Road	Yes	Road Intersec	Yes
Bibb	Peake Road	Yes	Road Intersec	Zebulon Road	Concrete	Less Than 4	Good	Lamar Road	Yes	Road Intersec	Yes
Bibb	Lamar Road	Yes	Road Intersec	Zebulon Road	Concrete	4	Good	I-475 North Entrance Ramp	Yes	Road Intersec	Yes
Bibb	I-475 Exit Ramp North	Yes	Road Intersec	Zebulon Road	Concrete	5	Good	Texaco Gas Station	Yes	Parking Lot	Yes
Bibb	Waffle House	Yes	Parking Lot	Zebulon Road	Concrete	4	Good	Peake Road	Yes	Road Intersec	Yes
Bibb	Peake Road	Yes	Road Intersec	Zebulon Road	Concrete	4	Good	Kroger Parking Lot	Yes	Parking Lot	Yes
Bibb	Kroger Parking Lot	Yes	Driveway	Zebulon Road	Concrete	4	Good	Plantation Center Drive	Yes	Road Intersec	Yes
Bibb	Plantation Center Drive	Yes	Road Intersec	Zebulon Road	Concrete	4	Good	Ashford Park	Yes	Road Intersec	Yes
Bibb	Ashford Park	Yes	Road Intersec	Zebulon Road	Concrete	4	Good	Bass Road	Yes	Road Intersec	Yes
Bibb	Bass Road	Yes	Road Intersec	Zebulon Road	Concrete	4	Good	Unknown	Yes	Road Intersec	Yes

**Appendix 7  
Existing Sidewalk Network  
Macon-Bibb County**

Bibb	Unknown	Yes	Road Intersec	Zebulon Road	Concrete	4	Good	Unknown	Yes	Road Intersec	Yes
Bibb	Unknown	Yes	Road Intersec	Zebulon Road	Concrete	4	Good	Wellington Drive	Yes	Road Intersec	Yes
Bibb	Wellington Drive	Yes	Road Intersec	Zebulon Road	Concrete	4	Good	Brittney Drive	Yes	Road Intersec	Yes
Bibb	Brittney Drive	Yes	Road Intersec	Zebulon Road, Forsyth Road	Concrete	4	Good	Brittney Drive	Yes	Road Intersec	Yes
Bibb	Brittney Drive	No	Road Intersec	Forsyth Road	Concrete	Less Than 4	Good	Covington Drive	Yes	Road Intersec	Yes
Bibb	Covington Drive	No	Road Intersec	Forsyth Road	Concrete	Less Than 4	Poor	Wesleyan College Entra	Yes	Road Intersec	Yes
Bibb	Wesleyan College Entranc	Yes	Road Intersec	Forsyth Road	Concrete	Less Than 4	Good	Tucker Road	Yes	Road Intersec	Yes
Bibb	Tucker Road	Yes	Road Intersec	Forsyth Road	Concrete	5	Good	Kroger Entrance	Yes	Road Intersec	Yes
Bibb	Kroger Entrance	Yes	Parking Lot	Forsyth Road	Concrete	Less Than 4	Good	Kroger Entrance	Yes	Parking Lot	Yes
Bibb	Kroger Entrance	Yes	Parking Lot	Forsyth Road	Concrete	Less Than 4	Good	Idle Hour Drive	Yes	Road Intersec	Yes
Bibb	Idle Hour Drive	Yes	Road Intersec	Forsyth Road	Concrete	Less Than 4	Poor	Country Club Road	Yes	Road Intersec	Yes
Bibb	Country Club Road	Yes	Road Intersec	Forsyth Road	Concrete	Less Than 4	Good	Idle Wild Drive	Yes	Road Intersec	Yes
Bibb	Idle Wild Drive	Yes	Road Intersec	Forsyth Road	Concrete	Less Than 4	Good	Napier Avenue	Yes	Road Intersec	Yes
Bibb	Napier Avenue	Yes	Road Intersec	Forsyth Road	Concrete	Less Than 4	Good	Museum Entrance	Yes	Road Intersec	Yes
Jones	Museum Entrance	Yes	Road Intersec	Forsyth Road	Concrete	Less Than 4	Good	West Ridge Circle	Yes	Road Intersec	Yes
Bibb	West Ridge Circle	Yes	Road Intersec	Forsyth Road	Concrete	Less Than 4	Good	Parkwood Avenue	Yes	Road Intersec	Yes
Bibb	Parkwood Avenue	Yes	Road Intersec	Forsyth Road	Concrete	Less Than 4	Good	Park Street	Yes	Road Intersec	Yes
Bibb	Park Street	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Resthaven Avenue	Yes	Road Intersec	Yes
Bibb	Brookdale Avenue	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Dead end	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Carolina Avenue	Yes	Road Intersec	Yes
Bibb	Carolina Avenue	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Alabama Avenue	Yes	Road Intersec	Yes
Bibb	Alabama Avenue	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Florida Avenue	Yes	Road Intersec	Yes
Bibb	Florida Avenue	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Stanislaus Place	Yes	Road Intersec	Yes
Bibb	Madden Avenue	Yes	Road Intersec	Mercer University Drive	Concrete	Less Than 4	Poor	I-75 on Ramp South Bou	No	Road Intersec	No
Bibb	I-75 On Ramp South Bour	Yes	Road Intersec	Mercer University Drive	Concrete	Less Than 4	Poor	I-75 on Ramp North Bou	Yes	Road Intersec	Yes
Bibb	I-75 On Ramp North Boun	Yes	Other	Mercer University Drive	Concrete	Less Than 4	Poor	I-75 off Ramp North Bou	Yes	Other	Yes
Bibb	I-75 Off Ramp North Bour	Yes	Road Intersec	Mercer University Drive	Concrete	Less Than 4	Poor	Canton Street	Yes	Road Intersec	Yes
Bibb	Canton Street	Yes	Road Intersec	Mecer University Drive	Concrete	Less Than 4	Poor	Mercer Road	Yes	Road Intersec	Yes
Bibb	Mercer Road	Yes	Road Intersec	Mecer University Drive	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Elizabeth Street, Plant Str	Yes	Road Intersec	Mercer University Drive	Concrete	Less Than 4	Poor	Nussbaum Street	Yes	Road Intersec	Yes
Bibb	Jackson Street	Yes	Road Intersec	Ash Street	Concrete	Less Than 4	Poor	Jackson Street Lane	Yes	Road Intersec	Yes
Bibb	Jackson Street Lane	Yes	Road Intersec	Ash Street	Concrete	Less Than 4	Poor	Dead end	Yes	Dead End	Yes
Bibb	Telfair Street	Yes	Road Intersec	Ash Street	Concrete	Less Than 4	Poor	Dead end	Yes	Dead End	Yes
Bibb	Second Street	Yes	Road Intersec	Ash Street	Concrete	Less Than 4	Poor	Dead end	Yes	Road Intersec	Yes
Bibb	Telfair Street	Yes	Road Intersec	Ash Street	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Ash Street	Concrete	Less Than 4	Poor	Dead end	Yes	Dead End	Yes
Bibb	Shamrock Street	Yes	Road Intersec	Ash Street	Concrete	Less Than 4	Poor	College Street	Yes	Road Intersec	Yes
Bibb	College Street	Yes	Road Intersec	Montpelier Ave	Concrete	Less Than 4	Good	Adams Street	Yes	Road Intersec	Yes
Bibb	Adams Street	Yes	Road Intersec	Coleman Avenue	Concrete	Less Than 4	Poor	Linden Avenue	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Driveway	Johnson Avenue, Coleman Avenue	Concrete	Less Than 4	Poor	Driveway	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Driveway	Johnson Avenue, Coleman Avenue	Brick	6	Poor	Driveway	Yes	Road Intersec	Yes
Bibb	Parking Lot	Yes	Driveway	Montpelier Avenue	Concrete	Less Than 4	Good	Parking Lot	Yes	Parking Lot	Yes
Bibb	Parking Lot	Yes	Road Intersec	Montpelier Avenue	Concrete	Less Than 4	Good	Parking Lot	Yes	Driveway	Yes
Bibb	Johnson Avenue	Yes	Road Intersec	Montpelier Avenue, Carling Avenue	Concrete	Less Than 4	Poor	Johnson Avenue	Yes	Road Intersec	Yes
Bibb	Coleman Avenue	Yes	Road Intersec	Carling Avenue, Montpelier Avenue	Dirt/Stabilized	Less Than 4	Poor	Duncan Avenue	Yes	Road Intersec	Yes
Bibb	Duncan Avenue	Yes	Road Intersec	Montpelier Avenue	Concrete	Less Than 4	Poor	Holt Avenue	Yes	Road Intersec	Yes
Bibb	Holt Avenue	Yes	Road Intersec	Montpelier Avenue	Concrete	Less Than 4	Poor	Blackmon Avenue	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Driveway	Montpelier Avenue	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Montpelier Avenue	Concrete	Less Than 4	Poor	Birch Street	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Driveway	Montpelier Avenue	Concrete	Less Than 4	Poor	Parking Lot	Yes	Parking Lot	Yes
Bibb	Pio Nono Avenue	Yes	Road Intersec	Montpelier Avenue	Concrete	Less Than 4	Poor	Courtland Avenue	Yes	Road Intersec	Yes
Bibb	Courtland Avenue	Yes	Road Intersec	Montpelier Avenue	Concrete	Less Than 4	Poor	Winton Avenue	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Driveway	Montpelier Avenue	Concrete	Less Than 4	Poor	Brentwood Avenue	No	Road Intersec	No
Bibb	Driveway	Yes	Driveway	Montpelier Avenue	Concrete	Less Than 4	Poor	Buena Vista Avenue	Yes	Road Intersec	Yes
Bibb	Buena Vista Avenue	Yes	Road Intersec	Montpelier Avenue	Concrete	Less Than 4	Poor	Bankston Avenue	Yes	Road Intersec	Yes
Bibb	Halon Sreet	Yes	Road Intersec	Montpelier Avenue	Concrete	Less Than 4	Poor	Bailey Avenue	Yes	Road Intersec	Yes
Bibb	Bailey Avenue	Yes	Road Intersec	Montpelier Avenue	Concrete	Less Than 4	Poor	Montpelier Avenue	Yes	Road Intersec	Yes
Bibb	Montpelier Place	Yes	Road Intersec	Montpelier Avenue	Concrete	Less Than 4	Poor	Harvard Avenue	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Driveway	Montpelier Avenue	Concrete	Less Than 4	Poor	Parking Lot	Yes	Parking Lot	Yes
Bibb	Mercer University Drive	Yes	Road Intersec	Montpelier Avenue	Concrete	Less Than 4	Poor	Dempsey Avenue	Yes	Road Intersec	Yes
Bibb	Dempsey Avenue	Yes	Road Intersec	Montpelier Avenue	Concrete	Less Than 4	Poor	Albert Lane	Yes	Road Intersec	Yes
Bibb	Albert Lane	Yes	Road Intersec	Montpelier Avenue	Concrete	Less Than 4	Poor	Edwards Avenue	Yes	Road Intersec	Yes
Bibb	Edwards Avenue	Yes	Road Intersec	Columbus Road	Concrete	Less Than 4	Poor	Hortman Avenue	Yes	Road Intersec	Yes
Bibb	Holman Avenue	Yes	Road Intersec	Columbus Road	Concrete	Less Than 4	Poor	Grosso Avenue	Yes	Road Intersec	Yes
Bibb	Grosso Avnu	Yes	Road Intersec	Columbus Road	Concrete	Less Than 4	Poor	Lily Avenue	Yes	Road Intersec	Yes
Bibb	Lilly Avenue	Yes	Road Intersec	Columbus Road	Concrete	Less Than 4	Poor	Pansy Avenue	Yes	Road Intersec	Yes
Bibb	Pansy Avenue	Yes	Road Intersec	Columbus Road	Concrete	Less Than 4	Poor	Poppy Avenue	Yes	Road Intersec	Yes
Bibb	Poppy Avenue	Yes	Road Intersec	Columbus Road	Concrete	Less Than 4	Poor	Blossom Avenue	Yes	Road Intersec	Yes
Bibb	Blossom Avenue	Yes	Road Intersec	Columbus Road	Concrete	Less Than 4	Poor	May Avenue	Yes	Road Intersec	Yes
Bibb	Cedar Avenue	Yes	Road Intersec	Columbus Avenue	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Pio Nono Avenue, Robert	Yes	Road Intersec	Montpelier Avenue	Concrete	Less Than 4	Poor	Madden Avenue	Yes	Road Intersec	Yes
Bibb	Madden Avenue	Yes	Road Intersec	Montpelier Avnu	Concrete	Less Than 4	Poor	Ninedel Drive	Yes	Road Intersec	Yes
Bibb	Ninedell Drive	Yes	Road Intersec	Montpelier Avenue	Concrete	Less Than 4	Poor	Virgina Avenue	Yes	Road Intersec	Yes
Bibb	Virgina Avenue	Yes	Road Intersec	Montpelier Avenue	Concrete	Less Than 4	Poor	Oakland Avenue	Yes	Road Intersec	Yes

**Appendix 7  
Existing Sidewalk Network  
Macon-Bibb County**

Bibb	Oakland Avenue	Yes	Road Intersec	Montpelier Avenue	Concrete	Less Than 4	Poor	Marion Place	Yes	Road Intersec	Yes
Bibb	Marion Place	Yes	Road Intersec	Montpelier Avenue	Concrete	Less Than 4	Poor	Duncan Avenue	Yes	Road Intersec	Yes
Bibb	Duncan Avenue	Yes	Road Intersec	Montpelier Avenue	Concrete	Less Than 4	Poor	Johnson Avenue	Yes	Road Intersec	Yes
Bibb	Johnson Avenue	Yes	Road Intersec	Montpelier Avenue	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Parking Lot	Yes	Parking Lot	Montpelier Avenue	Concrete	Less Than 4	Good	Adams Street	Yes	Road Intersec	Yes
Bibb	Adams Street	Yes	Road Intersec	Montpelier Avenue	Concrete	Less Than 4	Poor	College Street	Yes	Road Intersec	Yes
Bibb	College Street	Yes	Road Intersec	Ash Street	Concrete	Less Than 4	Poor	Driveway	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Driveway	Ash Street	Concrete	Less Than 4	Poor	Dead end	Yes	Road Intersec	Yes
Bibb	Dead end	Yes	Road Intersec	Ash Street	Concrete	Less Than 4	Poor	Ross Street	Yes	Road Intersec	Yes
Bibb	College Street	Yes	Road Intersec	Mercer	Concrete	Less Than 4	Poor	Adams Street	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Parking Lot	Stadium Drive, Mercer	Concrete	Less Than 4	Poor	I-75 on Ramp Northbour	Yes	Road Intersec	Yes
Bibb	I-75 On Ramp South Bour	Yes	Road Intersec	Mercer University Drive	Concrete	Less Than 4	Poor	I-75 on Ramp Southbour	Yes	Road Intersec	Yes
Bibb	I-75 On Ramp South Bour	Yes	Road Intersec	Mercer University Drive	Concrete	Less Than 4	Poor	I-75 off Ramp from Sout	Yes	Road Intersec	Yes
Bibb	I-75 Off Ramp	Yes	Road Intersec	Mercer University Drive	Concrete	Less Than 4	Poor	Maden Avenue	Yes	Road Intersec	Yes
Bibb	Madden Avenue	Yes	Road Intersec	Mercer University Drive	Concrete	Less Than 4	Poor	Pio Nono Avenue	Yes	Road Intersec	Yes
Bibb	Pio Nono Avenue	Yes	Road Intersec	Mercer University Drive	Concrete	Less Than 4	Poor	Petunia Avenue	Yes	Road Intersec	Yes
Bibb	Petunia Avenue	Yes	Road Intersec	Mercer	Concrete	Less Than 4	Poor	Blossom Avenue	Yes	Road Intersec	Yes
Bibb	Blossom Avenue	Yes	Road Intersec	Mercer University Drive	Concrete	Less Than 4	Poor	Pansy Avenue	Yes	Road Intersec	Yes
Bibb	Pansy Avenue	Yes	Road Intersec	Mercer University Drive	Concrete	Less Than 4	Poor	Daffodil Drive	Yes	Road Intersec	Yes
Bibb	Daffodil Drive	Yes	Road Intersec	Mercer University Drive	Concrete	Less Than 4	Poor	Grosso Avenue	Yes	Road Intersec	Yes
Bibb	Grosso Avenue	Yes	Road Intersec	Mercer University Drive	Concrete	Less Than 4	Poor	Edward Avenue	Yes	Road Intersec	Yes
Bibb	Edwards Avenue	Yes	Road Intersec	Mercer	Concrete	Less Than 4	Poor	Albert Avenue	Yes	Road Intersec	Yes
Bibb	Albert Avenue	Yes	Road Intersec	Mercer University Drive	Concrete	Less Than 4	Poor	Dempsey Avenue	Yes	Road Intersec	Yes
Bibb	Dempsey Avenue	Yes	Road Intersec	Mercer University Drive	Concrete	Less Than 4	Poor	Columbus Road	Yes	Road Intersec	Yes
Bibb	Anthony Road	Yes	Road Intersec	Mercer University Drive	Concrete	Less Than 4	Poor	Driveway	Yes	Parking Lot	Yes
Bibb	Driveway	Yes	Parking Lot	Mercer University Drive	Concrete	Less Than 4	Poor	Dead end	Yes	Dead End	Yes
Bibb	Dead end	Yes	Road Intersec	Mercer	Concrete	Less Than 4	Poor	Driveway	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Road Intersec	Henderson Drive	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Henderson Drive	Concrete	Less Than 4	Poor	Key Street	Yes	Road Intersec	Yes
Bibb	Key Street	Yes	Road Intersec	Mercer University Drive	Concrete	Less Than 4	Poor	Woodard Avenue	Yes	Road Intersec	Yes
Bibb	Woodard Avenue	Yes	Road Intersec	Mercer University Drive	Concrete	Less Than 4	Poor	Grosso Avenue	Yes	Road Intersec	Yes
Bibb	Grosso Avenue	Yes	Road Intersec	Mercer University Drive	Concrete	Less Than 4	Poor	Lilly Avenue	Yes	Road Intersec	Yes
Bibb	Lilly Avenue	Yes	Road Intersec	Mercer University Drive	Concrete	Less Than 4	Poor	Pansy Avenue	Yes	Road Intersec	Yes
Bibb	Pansy Avenue	Yes	Road Intersec	Mercer University Drive	Concrete	Less Than 4	Poor	Poppy Avenue	Yes	Road Intersec	Yes
Bibb	Poppy Avenue	Yes	Road Intersec	Mercer University Drive	Concrete	Less Than 4	Poor	May Avenue	Yes	Road Intersec	Yes
Bibb	May Avenue	Yes	Road Intersec	Mercer University Avenue	Concrete	Less Than 4	Poor	Cedar Avenue	Yes	Road Intersec	Yes
Bibb	Cedar Avenue	Yes	Road Intersec	Mercer University Drive	Concrete	Less Than 4	Poor	Straight Street	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Driveway	Mercer University Drive	Concrete	Less Than 4	Poor	Madden Avenue	Yes	Road Intersec	Yes
Bibb	Lincoln Street	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Monroe Avenue	Yes	Road Intersec	Yes
Bibb	Monroe Avenue	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Adams Avenue	Yes	Road Intersec	Yes
Bibb	Adams Avenue	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Madison Avenue	Yes	Road Intersec	Yes
Bibb	Madison Avenue	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Pio Nono Avenue	Yes	Road Intersec	Yes
Bibb	Pio Nono Avenue	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Cedar Avenue	Yes	Road Intersec	Yes
Bibb	Cedar Avenue	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Lowe Street	Yes	Road Intersec	Yes
Bibb	Lowe Street	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Poppy Avenue	Yes	Road Intersec	Yes
Bibb	Poppy Avenue	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Pansy Avenue	Yes	Road Intersec	Yes
Bibb	Pansy Avenue	Yes	Road Intersec	Anthony Avenue	Concrete	Less Than 4	Poor	Ormand Street	Yes	Road Intersec	Yes
Bibb	Ormand Street	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Lilly Avenue	Yes	Road Intersec	Yes
Bibb	Lilly Sreet	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Grosso Avenue	Yes	Road Intersec	Yes
Bibb	Grosso Avenue	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Grayson Avenue	Yes	Road Intersec	Yes
Bibb	Grayson Avenue	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Edwards Avenue	Yes	Road Intersec	Yes
Bibb	Edwards Avenue	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Woodard Avenue	Yes	Road Intersec	Yes
Bibb	Woodard Avenue	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Patton Avenue	Yes	Road Intersec	Yes
Bibb	Patton Avenue	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Key Street	Yes	Road Intersec	Yes
Bibb	Key Street	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Parking Lot	Yes	Parking Lot	Yes
Bibb	Parking Lot	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Parking Lot	Yes	Road Intersec	Yes
Bibb	Parking Lot	Yes	Parking Lot	Anthony Road	Concrete	Less Than 4	Poor	Henderson Drive	Yes	Road Intersec	Yes
Bibb	Henderson Drive	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Mercer University Drive	Yes	Road Intersec	Yes
Bibb	Mercer University Drive	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Good	Winfred Way	Yes	Road Intersec	Yes
Bibb	Winfred Way	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Westover Drive	Yes	Road Intersec	Yes
Bibb	Westover Drive	Yes	Road Intersec	Burton Avenue	Concrete	Less Than 4	Poor	Georgia Place	Yes	Road Intersec	Yes
Bibb	Georgia Place	Yes	Road Intersec	Burton Avenue	Concrete	Less Than 4	Poor	Sharon Drive	Yes	Road Intersec	Yes
Bibb	Sharon Avenue	Yes	Road Intersec	Burton Avenue	Concrete	Less Than 4	Poor	David Street	Yes	Road Intersec	Yes
Bibb	David Street	Yes	Road Intersec	Burton Avenue	Concrete	Less Than 4	Poor	Harvie Street	Yes	Road Intersec	Yes
Bibb	Harvie Street	Yes	Road Intersec	Burton Avenue	Concrete	Less Than 4	Poor	Napier Avenue	Yes	Road Intersec	Yes
Bibb	Napier Avenue	Yes	Road Intersec	Burton Avenue	Concrete	Less Than 4	Poor	Sharon Drive	Yes	Road Intersec	Yes
Bibb	Sharon Drive	Yes	Road Intersec	Burton Avenue	Concrete	Less Than 4	Poor	Arnwood Avenue	Yes	Road Intersec	Yes
Bibb	Arnwood Avenue	Yes	Road Intersec	Burton Avenue	Concrete	Less Than 4	Poor	Toole Drive	Yes	Road Intersec	Yes
Bibb	Toole Drive	Yes	Road Intersec	Burton Avenue	Concrete	Less Than 4	Poor	Church Driveway	Yes	Driveway	Yes
Bibb	Church Driveway	Yes	Driveway	Burton Avenue	Concrete	Less Than 4	Poor	Ridgeland Avenue	Yes	Road Intersec	Yes
Bibb	Ridgeland Avenue	Yes	Road Intersec	Burton Avenue	Concrete	Less Than 4	Poor	Seminole Avenue	Yes	Road Intersec	Yes
Bibb	Seminole Avenue	Yes	Road Intersec	Burton Avenue	Concrete	Less Than 4	Poor	Brookwood Avenue	Yes	Road Intersec	Yes
Bibb	Brookwood Avenue	Yes	Road Intersec	Burton Avenue	Concrete	Less Than 4	Poor	Mercer University Drive	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Driveway	Anthony Road	Concrete	Less Than 4	Poor	Swan Drive	Yes	Road Intersec	Yes

**Appendix 7  
Existing Sidewalk Network  
Macon-Bibb County**

Bibb	Swan Drive	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	School Driveway	Yes	Driveway	Yes
Bibb	School Driveway	Yes	Driveway	Anthony Road	Concrete	Less Than 4	Poor	Wren Avenue	Yes	Road Intersec	Yes
Bibb	Wren Drive	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Key Street	Yes	Road Intersec	Yes
Bibb	Key Street	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	School	Yes	Other	Yes
Bibb	School Drive	Yes	Driveway	Anthony Road	Concrete	Less Than 4	Poor	School Drive	Yes	Driveway	Yes
Bibb	School Driveway	No	Driveway	Anthony Road	Concrete	Less Than 4	Poor	Anthony Road	Yes	Road Intersec	Yes
Bibb	School Driveway	Yes	Driveway	Anthony Road	Concrete	Less Than 4	Poor	Lily Avenue	Yes	Road Intersec	Yes
Bibb	Lily Avenue	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Anthony Terrace	Yes	Road Intersec	Yes
Bibb	Anthony Terrace	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Low Street	Yes	Road Intersec	Yes
Bibb	Low Street	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Pio Nono Avenue	Yes	Road Intersec	Yes
Bibb	Pio Nono	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Mason Street	Yes	Road Intersec	Yes
Bibb	Mason Street	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Adams Avenue	Yes	Road Intersec	Yes
Bibb	Adams Avenue	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Monroe Avenue	Yes	Road Intersec	Yes
Bibb	Monroe Avenue	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Lincoln Street	Yes	Road Intersec	Yes
Bibb	School Driveway	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Ballard Drive	Yes	Road Intersec	Yes
Bibb	Ballard Drive	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Ashley Drive	Yes	Road Intersec	Yes
Bibb	Ashley Street	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Kings Street	Yes	Road Intersec	Yes
Bibb	Kings Street	Yes	Road Intersec	Anthony Road	Concrete	4	Poor	Felton Avenue	Yes	Road Intersec	Yes
Bibb	Parking Lot	Yes	Parking Lot	First Street	Concrete	Less Than 4	Poor	Parking Lot	Yes	Parking Lot	Yes
Bibb	Riverside Drive Lane	Yes	Road Intersec	First Street	Concrete	5	Poor	Walnut Street	Yes	Road Intersec	Yes
Bibb	Walnut Street	Yes	Road Intersec	First Street	Concrete	5	Poor	Bank Parking Lot	Yes	Parking Lot	Yes
Bibb	Bank Parking Lot	Yes	Parking Lot	First Street	Concrete	5	Poor	Church Driveway	Yes	Driveway	Yes
Bibb	Church Driveway	Yes	Driveway	First Street	Concrete	5	Poor	Mullberry Street	Yes	Road Intersec	Yes
Bibb	Mullberry Street	Yes	Road Intersec	First Street	Concrete	5	Poor	Alley	Yes	Other	Yes
Bibb	Alley	Yes	Other	First Street	Concrete	5	Poor	Cherry Street	Yes	Road Intersec	Yes
Bibb	Cherry Street	Yes	Road Intersec	First Street	Concrete	8	Good	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Road Intersec	First Street	Concrete	8	Good	Poplar Street	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Road Intersec	First Street	Concrete	8	Good	Poplar Street	Yes	Road Intersec	Yes
Bibb	Poplar Street	Yes	Road Intersec	First Street	Concrete	5	Good	Poplar Street Lane	Yes	Road Intersec	Yes
Bibb	Poplar Street Lane	Yes	Road Intersec	First Street	Concrete	5	Good	Plum Street	Yes	Road Intersec	Yes
Bibb	Plum Street	Yes	Road Intersec	First Street	Concrete	4	Poor	Plum Street	Yes	Road Intersec	Yes
Bibb	Plum Street	Yes	Road Intersec	First Street	Concrete	4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	First Street	Concrete	4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Parking Lot	First Street	Brick	4	Good	Pine Street	Yes	Road Intersec	Yes
Bibb	Pine Street	Yes	Road Intersec	First Street	Concrete	4	Good	Hemlock Street	Yes	Road Intersec	Yes
Bibb	Hemlock Street	Yes	Road Intersec	First Street	Concrete	4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Hemlock Street Lane	Yes	Road Intersec	First Street	Concrete	5	Poor	Orange Terrace	Yes	Road Intersec	Yes
Bibb	Orange Terrace	Yes	Road Intersec	First Street	Concrete	Less Than 4	Poor	Oglethorpe Street	Yes	Road Intersec	Yes
Bibb	Oglethorpe Street	Yes	Road Intersec	First Street	Concrete	Less Than 4	Poor	Driveway	Yes	Parking Lot	Yes
Bibb	Driveway	Yes	Parking Lot	First Street	Concrete	Less Than 4	Poor	Hawthorne Street	Yes	Road Intersec	Yes
Bibb	Hazel Street	Yes	Road Intersec	Telfair Street	Concrete	Less Than 4	Poor	Ash Street	Yes	Road Intersec	Yes
Bibb	Ash Street	Yes	Road Intersec	Telfair Street	Concrete	Less Than 4	Poor	Elm Street	Yes	Road Intersec	Yes
Bibb	Elm Street	Yes	Road Intersec	Telfair Street	Concrete	Less Than 4	Poor	Edgewood Avenue	Yes	Road Intersec	Yes
Bibb	Railroad Tracks	Yes	Other	Telfair Street	Concrete	Less Than 4	Poor	Dead end	Yes	Dead end	Yes
Bibb	Nussbaum Avenue	Yes	Road Intersec	Little Richard Penninen Drive	Concrete	Less Than 4	Good	Prince Street	Yes	Road Intersec	Yes
Bibb	Curd Street	Yes	Road Intersec	Jeff Davis Street	Concrete	Less Than 4	Poor	Nussbaum Street	Yes	Road Intersec	Yes
Bibb	Plant Street	Yes	Road Intersec	Jeff Davis Street	Concrete	Less Than 4	Poor	Emory Avenue	Yes	Road Intersec	Yes
Bibb	Emory Avenue	Yes	Road Intersec	Jeff Davis Street	Concrete	Less Than 4	Poor	Tenney Avenue	Yes	Road Intersec	Yes
Bibb	Tenney Avenue	Yes	Road Intersec	Jeff Davis Street	Concrete	Less Than 4	Poor	Dead end	Yes	Dead End	Yes
Bibb	Driveway	Yes	Driveway	Anthony Road	Concrete	Less Than 4	Poor	Collage Street	Yes	Road Intersec	Yes
Bibb	College Street	Yes	Road Intersec	Anthony Street	Concrete	Less Than 4	Poor	School Driveway	Yes	Driveway	Yes
Bibb	School Driveway	Yes	Driveway	Anthony Road	Concrete	Less Than 4	Poor	Canton Street	Yes	Road Intersec	Yes
Bibb	Canton Street	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Dove Street	Yes	Road Intersec	Yes
Bibb	Dove Street	Yes	Road Intersec	Anthony Road	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Anthony Road	Concrete	Less Than 4	Poor	Lincoln Street	Yes	Road Intersec	Yes
Bibb	Grants Chapel Alley	Yes	Road Intersec	Telfair Street	Concrete	Less Than 4	Poor	Harold Street	Yes	Road Intersec	Yes
Jones	Harold Street	Yes	Road Intersec	Telfair Street	Concrete	Less Than 4	Poor	Williams Street	Yes	Road Intersec	Yes
Bibb	Williams Street	Yes	Road Intersec	Telfair Street	Concrete	Less Than 4	Poor	Anderson Street	Yes	Road Intersec	Yes
Bibb	Anderson Street	Yes	Road Intersec	Telfair Street	Concrete	Less Than 4	Poor	Pebble Street Lane	Yes	Road Intersec	Yes
Bibb	Pebble Street	Yes	Road Intersec	Telfair Street	Concrete	Less Than 4	Poor	Bright Street	Yes	Road Intersec	Yes
Bibb	Dead end	Yes	Road Intersec	Telfair Street	Concrete	5	Good	Edgewood Avenue	Yes	Road Intersec	Yes
Bibb	Edgewood Avenue	Yes	Road Intersec	Telfair Street	Concrete	Less Than 4	Poor	Railroad Tracks	No	Road Intersec	No
Bibb	Railroad Tracks	Yes	Other	Telfair Street	Concrete	Less Than 4	Poor	Elm Street	Yes	Road Intersec	Yes
Bibb	Elm Street	Yes	Road Intersec	Telfair Street	Concrete	Less Than 4	Good	Ash Street	Yes	Road Intersec	Yes
Bibb	Ash Street	Yes	Road Intersec	Telfair Street	Concrete	Less Than 4	Good	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Road Intersec	First Street	Concrete	Less Than 4	Good	Hawthorne Street	Yes	Road Intersec	Yes
Bibb	Hawthorne Street	Yes	Road Intersec	First Street	Concrete	Less Than 4	Good	Ogithorpe Street	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Driveway	First Street	Concrete	5	Poor	Arch Street	Yes	Road Intersec	Yes
Bibb	Arch Street	Yes	Road Intersec	First Street	Concrete	Less Than 4	Poor	Hemlock Street Lane	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Driveway	First Street	Concrete	Less Than 4	Poor	Hemlock Street	Yes	Road Intersec	Yes
Bibb	Hemlock Street	Yes	Road Intersec	First Street	Concrete	Less Than 4	Good	Pine Street	Yes	Road Intersec	Yes
Bibb	Pine Street	Yes	Road Intersec	First Street	Concrete	5	Poor	Plum Street	Yes	Road Intersec	Yes
Bibb	Plum Street	Yes	Road Intersec	First Street	Concrete	5	Poor	Poplar Street Lane	Yes	Road Intersec	Yes
Bibb	Poplar Street Lane	Yes	Road Intersec	First Street	Asphalt	5	Good	Poplar Street	Yes	Road Intersec	Yes
Bibb	Poplar Street	Yes	Road Intersec	First Street, Cotton Avenue	Concrete	8+	Poor	Alley	Yes	Other	Yes

**Appendix 7  
Existing Sidewalk Network  
Macon-Bibb County**

Bibb	Alley	Yes	Other	Cotton Avenue	Concrete	6	Poor	Cherry Street	Yes	Road Intersec	Yes
Bibb	Second Street	Yes	Road Intersec	Cotton Avenue	Concrete	8	Good	Alley	Yes	Road Intersec	Yes
Bibb	Alley	Yes	Road Intersec	Cotton Avenue	Concrete	7	Good	Cherry Street	Yes	Road Intersec	Yes
Bibb	Cotton Avenue	Yes	Road Intersec	Second Street	Concrete	8+	Good	Cherry Street	Yes	Road Intersec	Yes
Bibb	Cherry Streets	Yes	Road Intersec	Second Street	Concrete	8+	Good	Bank Driveway	Yes	Road Intersec	Yes
Bibb	Poplar Street	Yes	Road Intersec	Second Street	Concrete	5	Poor	Plum Street	Yes	Road Intersec	Yes
Bibb	Plum Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Plum Street Lane	Yes	Road Intersec	Yes
Bibb	Plum Street Lane	Yes	Road Intersec	Second Street	Concrete	4	Poor	Pine Street	Yes	Road Intersec	Yes
Bibb	Pine Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Pine Street Lane	Yes	Road Intersec	Yes
Bibb	Pine Street Lane	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Hemlock Street	Yes	Road Intersec	Yes
Bibb	Hemlock Street	Yes	Road Intersec	Second Street	Concrete	5	Good	Parking Deck	Yes	Driveway	Yes
Bibb	Parking Deck Driveway	Yes	Driveway	Second Street	Concrete	Less Than 4	Poor	Arch Street	Yes	Road Intersec	Yes
Bibb	Arch Street	Yes	Road Intersec	Second Street	Concrete	5	Poor	Oglethorpe Street	Yes	Road Intersec	Yes
Bibb	Oglethorpe Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Hawthorne Street	Yes	Road Intersec	Yes
Bibb	Hawthorne Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Hazel Street	Yes	Road Intersec	Yes
Bibb	Hazel Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Ash Street	Yes	Road Intersec	Yes
Bibb	Ash Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Elm Street	Yes	Road Intersec	Yes
Bibb	Elm Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Edgewood Avenue	No	Road Intersec	No
Bibb	Edgewood Avenue	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Bright Street	Yes	Road Intersec	Yes
Bibb	Bright Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Pebble Street	Yes	Road Intersec	Yes
Bibb	Pebble Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Anderson Street	Yes	Road Intersec	Yes
Bibb	Anderson Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Williams Street	Yes	Road Intersec	Yes
Bibb	Williams Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	School Driveway	Yes	Driveway	Yes
Bibb	School Parking Lot	Yes	Driveway	Second Street	Concrete	Less Than 4	Poor	Fire Station	Yes	Driveway	Yes
Bibb	Fire Station Driveway	Yes	Driveway	Second Street	Concrete	Less Than 4	Poor	Grant Chappel Lane	Yes	Road Intersec	Yes
Bibb	Bowden Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Eil Street	No	Road Intersec	No
Bibb	Eil Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Long Street	Yes	Road Intersec	Yes
Bibb	Long street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Eisenhower	Yes	Road Intersec	Yes
Bibb	Eisenhower Parkway	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Road Intersec	Second Street	Concrete	5	Poor	Dalay Street	Yes	Road Intersec	Yes
Bibb	Daley Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Eil Street	Yes	Road Intersec	Yes
Bibb	Eil Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Wyche Street Lane	Yes	Road Intersec	Yes
Bibb	Wyche Street Lane	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Wyche Street	Yes	Road Intersec	Yes
Bibb	Wyche Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Cynthia Street	Yes	Road Intersec	Yes
Bibb	Cynthia Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Jenkins Street	Yes	Road Intersec	Yes
Bibb	Jenkins Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Anderson Street	Yes	Road Intersec	Yes
Bibb	Anderson Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Wood Street	Yes	Road Intersec	Yes
Bibb	Wood Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Violet Avenue	Yes	Road Intersec	Yes
Bibb	Violet Avenue	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Concord Street Lane	Yes	Road Intersec	Yes
Bibb	Concord Street Lane	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Concord Street	Yes	Road Intersec	Yes
Bibb	Concord Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Edgewood Lane	Yes	Road Intersec	Yes
Bibb	Edgewood Lane	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Edgewood Avenue	Yes	Road Intersec	Yes
Bibb	Edewood Avenue	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Elm Street	Yes	Road Intersec	Yes
Bibb	Elm Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Ash Street	Yes	Road Intersec	Yes
Bibb	Ash Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Hazel Street	Yes	Road Intersec	Yes
Bibb	Hazel Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Hawthorne Street	Yes	Road Intersec	Yes
Bibb	Hawthorne Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Oglethorpe Street	Yes	Road Intersec	Yes
Bibb	Oglethorpe Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Arch Street	Yes	Road Intersec	Yes
Bibb	Arch Sreet	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Hemlock Street	Yes	Road Intersec	Yes
Bibb	Hemlock Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Pine Street	Yes	Road Intersec	Yes
Bibb	Pine Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Plum Street	Yes	Road Intersec	Yes
Bibb	Plum Street	Yes	Road Intersec	Second Street	Concrete	Less Than 4	Poor	Poplar Street Lane	Yes	Road Intersec	Yes
Bibb	Poplar Street Lane	Yes	Road Intersec	Second Street	Concrete	6	Poor	Poplar Street	Yes	Road Intersec	Yes
Bibb	Poplar Street	Yes	Road Intersec	Second Street	Concrete	8+	Poor	Alley	Yes	Road Intersec	Yes
Bibb	Alley	Yes	Road Intersec	Second Street	Concrete	8+	Poor	Cherry Street	Yes	Road Intersec	Yes
Bibb	Cherry Street	Yes	Road Intersec	Second Street	Concrete	8+	Poor	The Alley	Yes	Road Intersec	Yes
Bibb	The Alley	Yes	Road Intersec	Second Street	Concrete	8+	Poor	Mulberry Street	Yes	Road Intersec	Yes
Bibb	Magnolia Street	Yes	Road Intersec	Orange Street	Concrete	4	Poor	Alley	Yes	Road Intersec	Yes
Bibb	Alley	Yes	Road Intersec	Orange Street	Concrete	4	Poor	Magnolia Street	Yes	Road Intersec	Yes
Bibb	Mulberry Street	Yes	Road Intersec	Orange Street	Concrete	Less Than 4	Poor	Bond Street	Yes	Road Intersec	Yes
Bibb	Bond Street	Yes	Road Intersec	Orange Street	Concrete	4	Poor	Walnut Street	Yes	Road Intersec	Yes
Bibb	Walnut Street	Yes	Road Intersec	Orange Street	Concrete	4	Poor	Riverside Drive Lane	Yes	Road Intersec	Yes
Bibb	Riverside Street Lane	Yes	Road Intersec	Orange Street	Concrete	Less Than 4	Poor	Riverside Drive	No	Road Intersec	No
Bibb	Driveway	Yes	Driveway	Orange Street	Concrete	Less Than 4	Poor	Driveway	Yes	Road Intersec	Yes
Bibb	Riverside Drive Lane	Yes	Road Intersec	Orange Street	Concrete	Less Than 4	Poor	Walnut Street	Yes	Road Intersec	Yes
Bibb	Walnut Street	Yes	Road Intersec	Orange Street	Concrete	Less Than 4	Poor	Bond Street	Yes	Road Intersec	Yes
Bibb	Mulberry Street	Yes	Road Intersec	Orange Street	Concrete	Less Than 4	Poor	Bond Street	Yes	Road Intersec	Yes
Bibb	Orange Street	Yes	Road Intersec	Bond Street	Concrete	5	Good	College Street	Yes	Road Intersec	Yes
Bibb	College Street	Yes	Road Intersec	Bond Street	Brick	4	Good	Orange Street	Yes	Road Intersec	Yes
Bibb	Orange Street	Yes	Road Intersec	Bond Street	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	No	Driveway	Bond Street	Concrete	4	Poor	Mulberry Street	Yes	Road Intersec	Yes
Bibb	Walnut Street	Yes	Road Intersec	Second Street	Concrete	8+	Good	Courthouse Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Lower Poplar Street	Concrete	Less Than 4	Poor	Sixth Street	Yes	Road Intersec	Yes
Bibb	Sixth Street	No	Road Intersec	Lower Poplar Street	Concrete	Less Than 4	Poor	Terminal Avenue	No	Road Intersec	No

**Appendix 7  
Existing Sidewalk Network  
Macon-Bibb County**

Bibb	Fifth Street	Yes	Road Intersec	Poplar Street	Concrete	8+	Good	41 News Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Poplar Street	Concrete	8+	Good	Driveway	No	Driveway	No
Bibb	Driveway	Yes	Driveway	Poplar Street	Concrete	8+	Poor	MLK Jr Boulevard	Yes	Road Intersec	Yes
Bibb	MLK Jr Boulevard	Yes	Road Intersec	Poplar Street	Concrete	8+	Good	Alley	Yes	Other	Yes
Bibb	Alley	Yes	Road Intersec	Poplar Street	Concrete	7	Poor	Third Street	Yes	Road Intersec	Yes
Bibb	Third Street	Yes	Road Intersec	Poplar Street	Brick	5	Good	Alley	Yes	Other	Yes
Bibb	Alley	Yes	Road Intersec	Poplar Street	Concrete	5	Poor	Alley	Yes	Road Intersec	Yes
Bibb	Alley	Yes	Road Intersec	Poplar Street	Concrete	6	Poor	Second Street	Yes	Road Intersec	Yes
Bibb	Second Street	Yes	Road Intersec	Poplar Street	Concrete	6	Poor	Alley	Yes	Road Intersec	Yes
Bibb	Alley	Yes	Other	Poplar Street	Concrete	6	Poor	First Street	Yes	Road Intersec	Yes
Bibb	First Street	Yes	Road Intersec	Poplar Street	Concrete	5	Good	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Poplar Street	Concrete	6	Good	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Poplar Street	Concrete	Less Than 4	Good	New Street	Yes	Road Intersec	Yes
Bibb	New Street	Yes	Road Intersec	Poplar Street	Concrete	Less Than 4	Good	Spring Street	Yes	Road Intersec	Yes
Bibb	Spring Street	Yes	Road Intersec	Poplar Street	Concrete	5	Good	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Poplar Street	Concrete	Less Than 4	Good	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Poplar Street	Concrete	Less Than 4	Good	College Street	Yes	Road Intersec	Yes
Bibb	College Street	Yes	Road Intersec	Poplar Street	Concrete	Less Than 4	Good	Post Office Driveway	Yes	Driveway	Yes
Bibb	Monroe Street	Yes	Road Intersec	Poplar Street	Concrete	Less Than 4	Good	Monroe Street Place	Yes	Road Intersec	Yes
Bibb	Monroe Street Place	Yes	Road Intersec	Poplar Street	Concrete	5	Good	Arlington Place	Yes	Road Intersec	Yes
Bibb	Arlington Place	Yes	Road Intersec	Hardemen Avenue	Concrete	5	Poor	College Street	Yes	Road Intersec	Yes
Bibb	College Street	Yes	Road Intersec	Poplar Street	Concrete	Less Than 4	Good	Orange Street	Yes	Road Intersec	Yes
Bibb	Orange Street	Yes	Road Intersec	Poplar Street	Concrete	8+	Good	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Poplar Street	Concrete	5	Good	Church Steps	Yes	Road Intersec	Yes
Bibb	High Place	Yes	Road Intersec	Poplar Street	Concrete	5	Good	Spring Street	Yes	Road Intersec	Yes
Bibb	New Street	Yes	Road Intersec	Poplar Street	Concrete	Less Than 4	Good	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Poplar Street	Concrete	Less Than 4	Good	Cotton Avenue	Yes	Road Intersec	Yes
Bibb	DR Walton Street	Yes	Road Intersec	Poplar Street	Concrete	4	Good	First Street	Yes	Road Intersec	Yes
Bibb	First Street	Yes	Road Intersec	Poplar Street	Concrete	8+	Good	Second Street	Yes	Road Intersec	Yes
Bibb	Second Street	Yes	Road Intersec	Poplar Street	Concrete	8	Poor	Alley	Yes	Other	Yes
Bibb	Alley	Yes	Other	Poplar Street	Concrete	5	Good	Third Street	Yes	Road Intersec	Yes
Bibb	Third Street	Yes	Road Intersec	Poplar Street	Concrete	5	Good	MLK Jr Boulevard	Yes	Road Intersec	Yes
Bibb	MLK	Yes	Road Intersec	Poplar Street	Concrete	6	Poor	Fifth Street	Yes	Road Intersec	Yes
Bibb	Fifth Street	Yes	Road Intersec	Poplar Street	Concrete	Less Than 4	Poor	Access Road	Yes	Road Intersec	Yes
Bibb	Terminal Avenue	Yes	Road Intersec	Poplar Street	Concrete	5	Poor	Fifth Street	Yes	Road Intersec	Yes
Bibb	Fifth Street	Yes	Road Intersec	Plum Street	Concrete	5	Good	MLK Jr Boulevard	Yes	Road Intersec	Yes
Bibb	MLK	Yes	Road Intersec	Plum Street	Concrete	8+	Good	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Plum Street	Concrete	-4	Poor	Third Street	Yes	Road Intersec	Yes
Bibb	Third Street	Yes	Road Intersec	Plum Street	Concrete	8+	Poor	Second Steet	Yes	Road Intersec	Yes
Bibb	Second Street	Yes	Road Intersec	Plum Street	Concrete	Less Than 4	Poor	First Street	Yes	Road Intersec	Yes
Bibb	First Street	Yes	Road Intersec	Plum Street	Concrete	Less Than 4	Poor	Walton Street	Yes	Road Intersec	Yes
Bibb	Walton Street	Yes	Road Intersec	High Street	Brick	Less Than 4	Poor	High Place	Yes	Road Intersec	Yes
Bibb	Orange Street	Yes	Road Intersec	High Street	Concrete	6	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Road Intersec	High Street	Brick	5	Poor	Spring Street	Yes	Road Intersec	Yes
Bibb	Spring Street	Yes	Road Intersec	High Street	Brick	4	Good	Walton Street	Yes	Road Intersec	Yes
Bibb	Walton Street	Yes	Road Intersec	Plum Street	Concrete	Less Than 4	Good	First Street	Yes	Road Intersec	Yes
Bibb	First Street	Yes	Road Intersec	Plum Street	Concrete	Less Than 4	Good	Second Street	Yes	Road Intersec	Yes
Bibb	Second Street	Yes	Road Intersec	Plum Street	Concrete	Less Than 4	Poor	Third Street	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Driveway	Plum Street	Concrete	Less Than 4	Good	MLK	Yes	Road Intersec	Yes
Bibb	MLK	Yes	Road Intersec	Plum Street	Concrete	Less Than 4	Poor	Fifth Street	Yes	Road Intersec	Yes
Bibb	Dead end	Yes	Road Intersec	Magnolia Street	Concrete	5	Poor	Spring Street	Yes	Road Intersec	Yes
Bibb	Spring Street	Yes	Road Intersec	Cherry Street	Concrete	6	Poor	New Street	Yes	Road Intersec	Yes
Bibb	New Street	Yes	Road Intersec	Cherry Street	Concrete	6	Poor	Jean and Hall Florist	Yes	Road Intersec	Yes
Bibb	Snows Chapel	Yes	Road Intersec	Cherry Street	Concrete	7	Good	First Street	Yes	Road Intersec	Yes
Bibb	First Street	Yes	Road Intersec	Cherry Street	Brick	6	Poor	Cotton Avenue	Yes	Road Intersec	Yes
Bibb	Cotton Street	Yes	Road Intersec	Cherry Street	Concrete	8+	Poor	Second Street	Yes	Road Intersec	Yes
Bibb	Second Street	Yes	Road Intersec	Cherry Street	Brick	8+	Poor	Third Street	Yes	Road Intersec	Yes
Bibb	Third Street	Yes	Road Intersec	Cherry Street	Concrete	8+	Poor	Martin Luther King Jr Bo	Yes	Road Intersec	Yes
Bibb	Martin Luther King Jr Boul	Yes	Road Intersec	Cherry Street	Concrete	7	Good	Fifth Street	Yes	Road Intersec	Yes
Bibb	Fifth Street	Yes	Road Intersec	Cherry Street	Concrete	8	Poor	Martin Luther King Jr Bo	Yes	Road Intersec	Yes
Bibb	Martin Luther King Jr Boul	Yes	Road Intersec	Cherry Street	Concrete	5	Good	Third street	Yes	Road Intersec	Yes
Bibb	Third Street	Yes	Road Intersec	Cherry Street	Concrete	8+	Poor	Second Street	Yes	Road Intersec	Yes
Bibb	Cotton Ave	Yes	Road Intersec	Cherry Street	Concrete	5	Good	First Street	Yes	Road Intersec	Yes
Bibb	First Street	Yes	Driveway	Cherry Street	Concrete	8+	Good	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Road Intersec	Cherry Street	Concrete	Less Than 4	Poor	New Street	Yes	Road Intersec	Yes
Bibb	New Street	Yes	Road Intersec	Magnolia Street	Concrete	Less Than 4	Poor	Spring Street	Yes	Road Intersec	Yes
Bibb	Spring Street	Yes	Road Intersec	Cherry Street	Concrete	Less Than 4	Poor	Nisbet Street	Yes	Road Intersec	Yes
Bibb	College Street	Yes	Road Intersec	Mulberry Street	Concrete	Less Than 4	Poor	Bond Street	Yes	Road Intersec	Yes
Bibb	Orange Street	Yes	Road Intersec	Mulberry Street	Concrete	Less Than 4	Poor	AT&T Parking Lot	Yes	Parking Lot	Yes
Bibb	AT&T Parking Lot	Yes	Road Intersec	Mulberry Street	Concrete	Less Than 4	Poor	Nisbet Place	Yes	Road Intersec	Yes
Bibb	Nisbet Place	Yes	Road Intersec	Mulberry Street	Other	6	Poor	Spring Street	Yes	Road Intersec	Yes
Bibb	Spring Street	Yes	Road Intersec	Mulberry Street	Concrete	6	Poor	New Street	Yes	Road Intersec	Yes
Bibb	New Street	Yes	Driveway	Mulberry Street	Concrete	6	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Mulberry Street	Concrete	6	Poor	Driveway	Yes	Driveway	Yes

**Appendix 7  
Existing Sidewalk Network  
Macon-Bibb County**

Bibb	Driveway	Yes	Road Intersec	Mulberry Street	Concrete	6	Poor	First Street	Yes	Road Intersec	Yes
Bibb	First Street	Yes	Road Intersec	Mulberry Street	Concrete	6	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Road Intersec	Mulberry Street	Concrete	6	Good	Second Street	Yes	Road Intersec	Yes
Bibb	Second Street	Yes	Road Intersec	Mulberry Street	Concrete	8	Poor	Third Street	Yes	Road Intersec	Yes
Bibb	Third Street	Yes	Road Intersec	Mulberry Street	Concrete	6	Poor	Third Street	Yes	Road Intersec	Yes
Bibb	Third Street	Yes	Driveway	Mulberry Street	Concrete	7	Poor	Driveway	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Driveway	Mulberry Street	Concrete	5	Good	Driveway	Yes	Road Intersec	Yes
Bibb	Stonewall Place	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Holmes Avenue	Yes	Road Intersec	Yes
Bibb	Holmes Avenue	No	Road Intersec	Vineville Avenue	Concrete	4	Poor	Desoto Place	Yes	Road Intersec	Yes
Bibb	Desoto Place	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Blind Academy Driveway	Yes	Driveway	Yes
Bibb	Blind Academy Driveway	No	Driveway	Vineville Avenue	Concrete	Less Than 4	Poor	Blind Academy Driveway	Yes	Driveway	Yes
Bibb	Blind Academy Driveway	No	Driveway	Vineville Avenue	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Vineville Avenue	Concrete	Less Than 4	Poor	Kenmore Place	Yes	Driveway	Yes
Bibb	Kenmore Place	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Speer Avenue	Yes	Driveway	Yes
Bibb	Speer Avenue	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Parking Lot	Yes	Parking Lot	Yes
Bibb	Vista Circle	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Good	Hartley Avenue	Yes	Road Intersec	Yes
Bibb	Hartley Avenue	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Parking Lot	Yes	Road Intersec	Yes
Bibb	Marshall Avenue	Yes	Driveway	Vineville Avenue	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Riley Avenue	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Oakridge Avenue	No	Road Intersec	No
Bibb	Driveway	No	Driveway	Vineville Avenue	Concrete	Less Than 4	Poor	Driveway	No	Driveway	No
Bibb	Driveway	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Good	Auburn Avenue	Yes	Road Intersec	Yes
Bibb	Belvedere Drive	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Albermarle Place	Yes	Road Intersec	Yes
Bibb	Albermarle Place	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Riverdale Drive	Yes	Road Intersec	Yes
Bibb	Roycrest Drive	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Gas Station Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Ridge Avenue	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Riverdale Drive	Yes	Road Intersec	Ridge Avenue	Concrete	Less Than 4	Good	Albermarle Place	Yes	Road Intersec	Yes
Bibb	Albermarle Place	No	Road Intersec	Ridge Avenue	Concrete	Less Than 4	Good	Belvedere Drive	Yes	Road Intersec	Yes
Bibb	Albermarle Drive	Yes	Road Intersec	Ridge Avenue	Concrete	Less Than 4	Good	Auburn Avenue	Yes	Road Intersec	Yes
Bibb	Auburn Avenue	Yes	Road Intersec	Ridge Avenue	Concrete	Less Than 4	Good	Tyrone Avenue	Yes	Road Intersec	Yes
Bibb	Tyrone Boulevard	Yes	Road Intersec	Ridge Avenue	Concrete	Less Than 4	Good	Oak Ridge Avenue, Driv	Yes	Road Intersec	Yes
Bibb	Vineville Avenue	Yes	Driveway	Oak Ridge Avenue	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Rivenwood Avenue	Yes	Road Intersec	Ridge Avenue	Concrete	Less Than 4	Good	Church Driveway	Yes	Driveway	Yes
Bibb	Dead end	No	Driveway	Ridge Avenue	Concrete	Less Than 4	Good	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Ingleside Avenue	Concrete	Less Than 4	Good	Driveway	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Driveway	Ingleside Avenue	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	No	Driveway	Ingleside Avenue	Concrete	Less Than 4	Poor	Driveway	No	Driveway	No
Bibb	Unknown	Yes	Road Intersec	Ridge Avenue	Concrete	Less Than 4	Good	Auburn Avenue	Yes	Road Intersec	Yes
Bibb	Auburn Avenue	Yes	Road Intersec	Ridge Avenue	Concrete	Less Than 4	Good	Belvedere Drive	Yes	Road Intersec	Yes
Bibb	Belvedere Drive	Yes	Road Intersec	Ridge Avenue	Concrete	Less Than 4	Good	Albermarle Avenue	Yes	Road Intersec	Yes
Bibb	Albermarle Place	Yes	Road Intersec	Ridge Avenue	Concrete	Less Than 4	Good	Riverdale Drive	Yes	Road Intersec	Yes
Bibb	Riverdale Drive	Yes	Road Intersec	Ridge Avenue	Concrete	Less Than 4	Good	Merrit Avenue	Yes	Road Intersec	Yes
Bibb	Merrit Avenue	Yes	Road Intersec	Ridge Avenue	Concrete	Less Than 4	Good	Drury Drive	Yes	Road Intersec	Yes
Bibb	Drury Drive	Yes	Road Intersec	Ridge Avenue	Concrete	Less Than 4	Good	Roycrest Drive	Yes	Road Intersec	Yes
Bibb	Roycrest Avenue	Yes	Road Intersec	Ridge Avenue	Concrete	Less Than 4	Poor	Robert Place	Yes	Road Intersec	Yes
Bibb	Ridge Avenue	Yes	Road Intersec	Robert Place	Concrete	Less Than 4	Good	Drury Drive	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Road Intersec	Drury Drive	Concrete	Less Than 4	Good	Forest Hill Road	Yes	Road Intersec	Yes
Bibb	Forest Hill Road	Yes	Road Intersec	The Prado	Concrete	Less Than 4	Good	Dead end	Yes	Dead End	Yes
Bibb	Forest Hill Road	Yes	Road Intersec	Overlook Drive	Concrete	Less Than 4	Good	Forest Avenue	Yes	Road Intersec	Yes
Bibb	Pierce Avenue	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Stonwall Way	Yes	Road Intersec	Yes
Bibb	Pio Nono Avenue	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Cleveland Avenue	Yes	Road Intersec	Yes
Bibb	Cleveland Avenue	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Oakhaven Avenue	Yes	Road Intersec	Yes
Bibb	Oakhaven Avenue	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Calloway Drive	Yes	Road Intersec	Yes
Bibb	Calloway Drive	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Church Driveway	Yes	Road Intersec	Yes
Bibb	Church Driveway	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Vineville Academy	Yes	Parking Lot	Yes
Bibb	Vineville Academy	Yes	Parking Lot	Vineville Avenue	Concrete	Less Than 4	Good	Clisby Place	Yes	Road Intersec	Yes
Bibb	Clisby Place	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Forest Avenue	Yes	Road Intersec	Yes
Bibb	Forest Avenue	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Beverly Place	Yes	Road Intersec	Yes
Bibb	Beverly Place	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Holt Avenue	Yes	Road Intersec	Yes
Bibb	Holt Avenue	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Forsyth Street Office Pa	Yes	Parking Lot	Yes
Bibb	Forsyth Office Park	Yes	Driveway	Vineville Avenue	Concrete	Less Than 4	Poor	Doctors Office	Yes	Driveway	Yes
Bibb	Doctors Office	Yes	Other	Vineville Avenue	Concrete	Less Than 4	Poor	I-75 On Ramp	Yes	Road Intersec	Yes
Bibb	I-75 On Ramp	Yes	Other	Vineville Avenue	Concrete	Less Than 4	Poor	I-75 Off Ramp	Yes	Road Intersec	Yes
Bibb	I-75 Off Ramp	Yes	Driveway	Forsyth Street	Concrete	Less Than 4	Good	Doctors Office	Yes	Driveway	Yes
Bibb	Doctors Office	Yes	Driveway	Forsyth Street	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Doctors Office	Yes	Road Intersec	Forsyth Street	Concrete	Less Than 4	Poor	Sid's Sandwich Shop	Yes	Driveway	Yes
Bibb	Doctors Office	Yes	Driveway	Forsyth Street	Asphalt	Less Than 4	Poor	Doctors Office	Yes	Driveway	Yes
Bibb	Sid's Sandwich Shop	Yes	Driveway	Forsyth Street	Concrete	Less Than 4	Poor	Progress Street	Yes	Road Intersec	Yes
Bibb	Monroe Street	Yes	Road Intersec	Forsyth Street	Concrete	Less Than 4	Poor	St Pauls Street	Yes	Road Intersec	Yes
Bibb	Progress Street	Yes	Road Intersec	Forsyth Street	Concrete	Less Than 4	Poor	College Street	Yes	Road Intersec	Yes
Bibb	St Pauls Street	Yes	Road Intersec	Forsyth Street	Concrete	Less Than 4	Poor	Orange Street	Yes	Road Intersec	Yes
Bibb	Gas Station	Yes	Road Intersec	Forsyth Street	Concrete	Less Than 4	Poor	Spring Street	Yes	Road Intersec	Yes
Bibb	Orange Street	Yes	Road Intersec	Forsyth Street	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Hospital Drive Way	Yes	Road Intersec	Pine Street	Concrete	Less Than 4	Poor	Second Street	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Road Intersec	Pine Street	Brick	Less Than 4	Poor				

**Appendix 7  
Existing Sidewalk Network  
Macon-Bibb County**

Bibb	Second Street	Yes	Road Intersec	Pine Street	Concrete	Less Than 4	Poor	Third Street	Yes	Road Intersec	Yes
Bibb	Third Street	Yes	Driveway	Pine Street	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Martin Luther King Jr Boul	Yes	Driveway	Pine Street	Concrete	Less Than 4	Good	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Road Intersec	Pine Street	Concrete	7	Good	Martin Luther King Jr Bo	Yes	Road Intersec	Yes
Bibb	Martin Luther King Jr Boul	Yes	Road Intersec	Pine Street	Concrete	6	Good	Parking Lot	Yes	Road Intersec	Yes
Bibb	Parking Lot	Yes	Road Intersec	Pine Street	Concrete	Less Than 4	Good	Third Street	Yes	Road Intersec	Yes
Bibb	Third Street	Yes	Driveway	Pine Street	Concrete	5	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Pine Street	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Pine Street	Concrete	Less Than 4	Good	First Street	Yes	Road Intersec	Yes
Bibb	Martin Luther King Jr Boul	Yes	Sidewalk Intersec	Mulberry Street	Concrete	8+	Good	Broadway	Yes	Road Intersec	Yes
Bibb	Courthouse Parking lot	Yes	Road Intersec	Mulberry Street	Other	8+	Good	Third Street	Yes	Road Intersec	Yes
Bibb	Third Street	Yes	Road Intersec	Mulberry Street	Other	8+	Good	Third Street	Yes	Road Intersec	Yes
Bibb	Third Street	Yes	Road Intersec	Mulberry Street	Concrete	8	Poor	Second Street	Yes	Road Intersec	Yes
Bibb	Second Street	Yes	Road Intersec	Mulberry Street	Concrete	8	Good	First Street	Yes	Road Intersec	Yes
Bibb	First Street	Yes	Road Intersec	Mulberry Street	Concrete	4	Poor	New Street	Yes	Road Intersec	Yes
Bibb	New Street	Yes	Driveway	Mulberry Street	Concrete	5	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Mulberry Street	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Walnut Street	Yes	Road Intersec	Spring Street	Concrete	Less Than 4	Poor	Hill Park	Yes	Road Intersec	Yes
Bibb	Hill Park	Yes	Road Intersec	Spring Street, Mullberry Street	Concrete	Less Than 4	Poor	Bond Street	Yes	Road Intersec	Yes
Bibb	Bond Street	Yes	Driveway	Mulberry Street	Concrete	Less Than 4	Poor	Law School Entrance	Yes	Driveway	Yes
Bibb	Driveway	Yes	Road Intersec	Mulberry Street	Concrete	Less Than 4	Poor	Orange Street	Yes	Road Intersec	Yes
Bibb	Orange Street	Yes	Road Intersec	Mulberry Street	Concrete	Less Than 4	Poor	College Street	Yes	Road Intersec	Yes
Bibb	College Street	Yes	Road Intersec	Jefferson Terrace	Concrete	Less Than 4	Poor	Madison Street	Yes	Road Intersec	Yes
Bibb	Jefferson Terrace	Yes	Road Intersec	Georgia Avenue	Brick	Less Than 4	Poor	North Arlington Place	Yes	Road Intersec	Yes
Bibb	North Arlington Place	Yes	Road Intersec	Georgia Avenue	Concrete	Less Than 4	Poor	Monroe Street	Yes	Road Intersec	Yes
Bibb	Monroe Street	Yes	Driveway	Georgia Avenue	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Road Intersec	Georgia Avenue	Concrete	Less Than 4	Poor	Middle Street	Yes	Road Intersec	Yes
Bibb	Craft Street	Yes	Road Intersec	Hardeman Avenue	Other	Less Than 4	Poor	Pursley Street	Yes	Road Intersec	Yes
Bibb	Pursley Street	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Driveway	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Ward Street	Yes	Road Intersec	Yes
Bibb	Ward Street	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Forest Avenue	Yes	Road Intersec	Yes
Bibb	Forest Avenue	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Culver Street	Yes	Road Intersec	Yes
Bibb	Culver Street	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Holts Avenue	Yes	Road Intersec	Yes
Bibb	Holt Avenue	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Rogers Avenue	Yes	Road Intersec	Yes
Bibb	Rogers Avenue	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Corbin Avenue	Yes	Road Intersec	Yes
Bibb	Corbin Avenue	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Calloway Drive	Yes	Road Intersec	Yes
Bibb	Parking Lot	Yes	Parking Lot	Vineville Avenue	Concrete	Less Than 4	Poor	Buford Place	Yes	Road Intersec	Yes
Bibb	Buford Place	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Hines Terrace	Yes	Road Intersec	Yes
Bibb	Hines Terrace	Yes	Road Intersec	Vineville Avenue	Concrete	Less Than 4	Poor	Pierce Avenue	Yes	Road Intersec	Yes
Bibb	Poplar Street	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Alley	Yes	Other	Yes
Bibb	Alley	Yes	Other	Third Street	Concrete	5	Poor	Plum Street	Yes	Road Intersec	Yes
Bibb	Plum Street	Yes	Road Intersec	Third Street	Concrete	8+	Poor	Pine Street	Yes	Road Intersec	Yes
Bibb	Pine Street	Yes	Road Intersec	Third Street	Concrete	7	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Third Street	Concrete	4	Good	Driveway	Yes	Road Intersec	Yes
Bibb	Parking Lot	Yes	Parking Lot	Third Street	Concrete	6	Poor	Oak Street	Yes	Road Intersec	Yes
Bibb	Oak Street	Yes	Road Intersec	Third Street	Concrete	6	Poor	Alley	Yes	Other	Yes
Bibb	Alley	Yes	Other	Third Street	Concrete	7	Poor	Arch Street	Yes	Road Intersec	Yes
Bibb	Oglethorpe Street	Yes	Road Intersec	Third Street	Concrete	4	Poor	Parking lot	Yes	Driveway	Yes
Bibb	Driveway	Yes	Parking Lot	Third Street	Concrete	Less Than 4	Good	Hawthorne Street	Yes	Road Intersec	Yes
Bibb	Hawthorne Street	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Hazel Street	Yes	Road Intersec	Yes
Bibb	Hazel Street	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Ash Street	Yes	Road Intersec	Yes
Bibb	Ash Street	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Elm Street	Yes	Road Intersec	Yes
Bibb	Elm Street	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Good	Edgewood Aveue	Yes	Road Intersec	Yes
Bibb	Edgewood Avenue	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Edgewood Lane	Yes	Road Intersec	Yes
Bibb	Edgewood Lane	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Concord Street	Yes	Road Intersec	Yes
Bibb	Concord Street	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Concord Street Lane	Yes	Road Intersec	Yes
Bibb	Concord Street Lane	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Violet Avenue	Yes	Road Intersec	Yes
Bibb	Violet Avenue	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Unknown	Yes	Road Intersec	Yes
Bibb	Pebble Street	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Giles Street	Yes	Road Intersec	Yes
Bibb	Giles Street	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Giles Street	Yes	Road Intersec	Yes
Bibb	Giles Street Lane	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Jenkins Street	Yes	Road Intersec	Yes
Bibb	Jenkins Street	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Cynthia Avenue	Yes	Road Intersec	Yes
Bibb	Centhia Avenue	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Jenkins Street	Yes	Road Intersec	Yes
Bibb	Giles Street	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Unknown	Yes	Road Intersec	Yes
Bibb	Unknown	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Violet Avenue	Yes	Road Intersec	Yes
Bibb	Violet Avenue	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Concord Street Lane	Yes	Road Intersec	Yes
Bibb	Concord Street Lane	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Concord Street	Yes	Road Intersec	Yes
Bibb	Concord Street	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Edgewood Lane	Yes	Road Intersec	Yes
Bibb	Edgewood Lane	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Edgewood Avenue	Yes	Road Intersec	Yes
Bibb	Edgewood Avenue	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Elm Street	Yes	Road Intersec	Yes
Bibb	Elm Street	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Ash Street	Yes	Road Intersec	Yes
Bibb	Ash Street	No	Road Intersec	Third Street	Brick	4	Poor	Hazel Street	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Driveway	Yes	Road Intersec	Yes
Bibb	Driveway	No	Driveway	Third Street	Concrete	Less Than 4	Poor	Bay Street	Yes	Road Intersec	Yes

**Appendix 7  
Existing Sidewalk Network  
Macon-Bibb County**

Bibb	Bay Street	Yes	Road Intersec	Third Street	Concrete	4	Poor	Hawthorne Street	Yes	Road Intersec	Yes
Bibb	Oglethorpe Street	Yes	Road Intersec	Arch Street	Concrete	7	Poor	Oak Street Lane	No	Road Intersec	No
Bibb	Oak Street Lane	No	Road Intersec	Third Street	Concrete	5	Poor	Oak Street	Yes	Road Intersec	Yes
Bibb	Pine Street	Yes	Road Intersec	Third Street	Concrete	8+	Poor	Plum Street Lane	Yes	Road Intersec	Yes
Bibb	Plum Street Lane	Yes	Road Intersec	Third Street	Concrete	8	Poor	Plum Street	Yes	Road Intersec	Yes
Bibb	Plum Street	Yes	Road Intersec	Third Street	Concrete	8	Good	Alley	Yes	Other	Yes
Bibb	Alley	Yes	Road Intersec	Third Street	Concrete	8+	Poor	Poplar Street	Yes	Road Intersec	Yes
Bibb	Poplar Street	Yes	Road Intersec	Third Street	Concrete	8+	Poor	Poplar Street	Yes	Road Intersec	Yes
Bibb	Poplar Street	Yes	Road Intersec	Third Street	Concrete	8+	Poor	Cherry Street Lane	Yes	Road Intersec	Yes
Bibb	Cherry Street Lane	Yes	Road Intersec	Third Street	Concrete	8+	Poor	Cherry Street	Yes	Road Intersec	Yes
Bibb	Cherry Street	Yes	Road Intersec	Third Street	Concrete	8+	Poor	Alley	Yes	Road Intersec	Yes
Bibb	Alley	Yes	Other	Third Street	Concrete	8+	Poor	Mulberry Street	Yes	Road Intersec	Yes
Bibb	Mulberry Street	Yes	Road Intersec	Third Street	Concrete	8	Poor	Walnut Street Lane	No	Road Intersec	No
Bibb	Walnut Street	Yes	Road Intersec	Third Street	Concrete	4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Road Intersec	Third Street	Concrete	7	Poor	Driveway	No	Driveway	No
Bibb	Walnut Street	Yes	Road Intersec	Broadway	Concrete	6	Poor	Walnut Street Lane	Old Design	Road Intersec	Old Design
Bibb	Walnut Street Lane	Yes	Road Intersec	Broadway	Concrete	6	Poor	Parking Lot	Yes	Parking Lot	Yes
Bibb	Mulberry Street	Yes	Road Intersec	Broadway	Concrete	6	Poor	Walnut Street Lane	No	Road Intersec	No
Bibb	Walnut Street Lane	Yes	Road Intersec	Broadway	Concrete	7	Good	Walnut Street	Yes	Road Intersec	Yes
Bibb	Driveway	No	Road Intersec	Broadway	Concrete	4	Poor	Riverside Drive	No	Road Intersec	No
Bibb	Oak Street	Yes	Road Intersec	Third Street	Concrete	7	Poor	Pine Street	Yes	Road Intersec	Yes
Bibb	Oak Street	Yes	Road Intersec	Third Street	Concrete	7	Poor	Pine Street	Yes	Road Intersec	Yes
Bibb	Jenkins Avenue	Yes	Road Intersec	Third Street	Concrete	7	Poor	Giles Street	Yes	Road Intersec	Yes
Bibb	Jenkins Avenue	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Giles Street	Yes	Road Intersec	Yes
Bibb	Orange Terrace	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	First Street	Yes	Road Intersec	Yes
Bibb	First Street	Yes	Road Intersec	Orange Terrace	Concrete	Less Than 4	Poor	Giles Street	Yes	Road Intersec	Yes
Bibb	Second Street	Yes	Road Intersec	Arch Street	Concrete	5	Good	Second Street	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Road Intersec	Arch Street	Concrete	5	Poor	Third Street	Yes	Road Intersec	Yes
Bibb	Second Street	Yes	Driveway	Oglethorpe Street	Concrete	Less Than 4	Poor	Second Street	Yes	Road Intersec	Yes
Bibb	Second Street	Yes	Road Intersec	Oglethorpe Street	Concrete	4	Poor	Alley	Yes	Road Intersec	Yes
Bibb	Alley	Yes	Road Intersec	Oglethorpe Street	Concrete	Less Than 4	Poor	First Street	Yes	Road Intersec	Yes
Bibb	First Street	Yes	Road Intersec	Oglethorpe Street, Highland Terrace	Concrete	Less Than 4	Poor	Orange Street	Yes	Road Intersec	Yes
Bibb	Orange Street	Yes	Road Intersec	Highland Terrace	Concrete	Less Than 4	Poor	Oglethorpe Street	Yes	Road Intersec	Yes
Bibb	Lee Street	Yes	Road Intersec	Maple Street	Concrete	Less Than 4	Poor	New Street	Yes	Road Intersec	Yes
Bibb	New Street	Yes	Road Intersec	Maple Street	Concrete	Less Than 4	Poor	Dead end	Yes	Road Intersec	Yes
Bibb	Cole Street	Yes	Road Intersec	Maple Street	Concrete	Less Than 4	Poor	Park Place	Yes	Road Intersec	Yes
Bibb	Park Place	Yes	Road Intersec	Spring Street	Concrete	Less Than 4	Poor	Orange Terrace	Yes	Road Intersec	Yes
Bibb	Orange Terrace	Yes	Road Intersec	Spring Street	Concrete	Less Than 4	Poor	Hemlock Street	Yes	Road Intersec	Yes
Bibb	Hemlock Street	Yes	Road Intersec	Spring Street	Concrete	5	Poor	Unknown	Yes	Road Intersec	Yes
Bibb	Fifth Street	Yes	Road Intersec	Hazel Street	Concrete	6	Poor	Martin Luther King Jr Bo	Yes	Road Intersec	Yes
Bibb	Martin Luther King Jr Boul	Yes	Road Intersec	Hazel Street	Concrete	6	Poor	Unknown	Yes	Road Intersec	Yes
Bibb	Unknown	Yes	Road Intersec	Hazel Street	Concrete	Less Than 4	Poor	Third Street	No	Road Intersec	No
Bibb	Second Street	Yes	Road Intersec	Hazel Street	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Hazel Street	Concrete	Less Than 4	Poor	Rev JL Mills Jr Drive	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Parking Lot	Hazel Street	Concrete	Less Than 4	Poor	Jackson Street	Yes	Road Intersec	Yes
Bibb	Jackson Street	Yes	Road Intersec	Hazel Street	Concrete	Less Than 4	Poor	Calhoun Street Lane	No	Road Intersec	No
Bibb	Calhoun Street Lane	Yes	Road Intersec	Hazel Street	Concrete	7	Poor	Calhoun Street	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Driveway	Hazel Street	Concrete	Less Than 4	Poor	College Street	Yes	Road Intersec	Yes
Bibb	College Street	Yes	Road Intersec	Hazel Street	Concrete	4	Poor	Bridge	No	Road Intersec	No
Bibb	Bridge	Yes	Other	Hazel Street	Concrete	Less Than 4	Poor	Ross Street	Yes	Road Intersec	Yes
Bibb	Ross Street	Yes	Road Intersec	Hazel Street	Concrete	Less Than 4	Poor	Ross Street Lane	Yes	Road Intersec	Yes
Bibb	Ross Street Lane	Yes	Road Intersec	Hazel Street	Concrete	Less Than 4	Poor	Calhoun Street	Yes	Road Intersec	Yes
Bibb	Calhoun Street	Yes	Road Intersec	Hazel Street	Concrete	5	Poor	Calhoun Street Lane	Yes	Road Intersec	Yes
Bibb	Calhoun Street Lane	Yes	Road Intersec	Hazel Street	Concrete	Less Than 4	Poor	Jackson Street	No	Road Intersec	No
Bibb	Jackson Street	Yes	Road Intersec	Hazel Street	Concrete	Less Than 4	Poor	Jackson Street Lane	Yes	Road Intersec	Yes
Bibb	Jackson Street Lane	Yes	Road Intersec	Hazel Street	Concrete	5	Poor	First Street	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Driveway	Hazel Street	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Rev JL Mills Way	Yes	Road Intersec	Hazel Street	Concrete	Less Than 4	Poor	Second Street	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Dead End	Hazel Street	Concrete	4	Poor	Third Street	Yes	Road Intersec	Yes
Bibb	Third Street	Yes	Road Intersec	Hazel Street	Concrete	Less Than 4	Poor	Alley	Yes	Road Intersec	Yes
Bibb	Alley	Yes	Road Intersec	Hazel Street	Concrete	Less Than 4	Poor	Martin Luther King Jr Bo	Yes	Road Intersec	Yes
Bibb	Riverside Drive	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Parking Lot	Yes	Road Intersec	Yes
Bibb	Parking lot	Yes	Driveway	Third Street	Concrete	8+	Poor	Parking Lot	Yes	Driveway	Yes
Bibb	Parking lot	Yes	Road Intersec	Third Street	Concrete	4	Good	Walnut Street	Yes	Road Intersec	Yes
Bibb	Walnut Street	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Good	Mulberry Street	Yes	Road Intersec	Yes
Bibb	Mulberry Street	Yes	Road Intersec	Third Street	Concrete	8+	Poor	Alley	Yes	Road Intersec	Yes
Bibb	Alley	Yes	Road Intersec	Third Street	Concrete	8	Poor	Cherry Street	Yes	Road Intersec	Yes
Bibb	Cherry Street	Yes	Road Intersec	Third Street	Concrete	8+	Poor	Cherry Street Lane	Yes	Road Intersec	Yes
Bibb	Cherry Street Lane	Yes	Road Intersec	Third Street	Concrete	8	Poor	Poplar Street	Yes	Road Intersec	Yes
Bibb	Calhoun Street	Yes	Road Intersec	Hazel Street	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Calhoun Street	Yes	Road Intersec	Hazel Street	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Fifth Street	Yes	Road Intersec	Pine Street	Brick	5	Poor	Dead end	Yes	Dead End	Yes
Bibb	Martin Luther King Jr Boul	Yes	Road Intersec	Oak Street	Concrete	Less Than 4	Good	Fence	Yes	Other	Yes
Bibb	Parking lot	Yes	Parking Lot	Oak Street	Concrete	4	Good	Third Street	Yes	Road Intersec	Yes
Bibb	Third Street	Yes	Road Intersec	Oak Street	Concrete	4	Good	Water Department Drive	Yes	Driveway	Yes

**Appendix 7  
Existing Sidewalk Network  
Macon-Bibb County**

Bibb	Macon Water Department	Yes	Driveway	Hemlock Street	Concrete	4	Good	Second Street	Yes	Road Intersec	Yes
Bibb	Second Street	Yes	Road Intersec	Hemlock Street	Brick	5	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Hemlock Street	Brick	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Hemlock Street	Concrete	4	Good	First Street	Yes	Road Intersec	Yes
Bibb	First Street	Yes	Road Intersec	Hemlock Street	Concrete	4	Good	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Hemlock Street	Concrete	6	Good	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Hemlock Street	Concrete	5	Good	Spring Street	Yes	Road Intersec	Yes
Bibb	Spring Street	Yes	Road Intersec	Rose Place	Concrete	5	Good	Orange Street	Yes	Road Intersec	Yes
Bibb	Spring Street	Yes	Road Intersec	Hemlock Street	Concrete	5	Good	New Street	Yes	Road Intersec	Yes
Bibb	New Street	Yes	Road Intersec	Hemlock Street	Concrete	5	Good	New Street Lane	Yes	Road Intersec	Yes
Bibb	New Street Lane	Yes	Road Intersec	Hemlock Street	Concrete	5	Good	First Street	Yes	Road Intersec	Yes
Bibb	First Street	Yes	Road Intersec	Hemlock Street	Concrete	5	Good	Second Street	Yes	Road Intersec	Yes
Bibb	Second Street	Yes	Road Intersec	Hemlock Street	Concrete	5	Good	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Hemlock Street	Concrete	5	Good	Third Street	Yes	Road Intersec	Yes
Bibb	Third Street	Yes	Road Intersec	Oak Street	Concrete	5	Poor	Martin Luther King Jr Bo	Yes	Road Intersec	Yes
Bibb	Dead end	Yes	Dead End	Oglethorpe Street	Concrete	5	Poor	Dead end	Yes	Road Intersec	Yes
Bibb	Dead end	Yes	Dead End	Oglethorpe Street	Concrete	5	Poor	Martin Luther King Jr Bo	Yes	Road Intersec	Yes
Bibb	Martin Luther King Jr Boul	Yes	Road Intersec	Oglethorpe Street	Concrete	5	Poor	Alley	Yes	Road Intersec	Yes
Bibb	Alley	Yes	Road Intersec	Arch Street	Concrete	5	Good	Third Street	Yes	Road Intersec	Yes
Bibb	Third Street	Yes	Road Intersec	Arch Street	Concrete	Less Than 4	Poor	Second Street	Yes	Road Intersec	Yes
Bibb	Second Street	Yes	Road Intersec	Arch Street	Concrete	4	Poor	First Street	Yes	Road Intersec	Yes
Bibb	First Street	Yes	Road Intersec	Orange Terrace	Concrete	5	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Orange Terrace	Concrete	4	Poor	Driveway	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Driveway	Orange Terrace	Concrete	Less Than 4	Poor	Driveway	No	Driveway	No
Bibb	Driveway	Yes	Driveway	Orange Terrace	Concrete	5	Poor	New Street	Yes	Road Intersec	Yes
Bibb	New Street	Yes	Road Intersec	Orange Terrace	Brick	Less Than 4	Poor	Driveway	No	Driveway	No
Bibb	Driveway	Yes	Road Intersec	Orange Terrace	Concrete	4	Poor	Spring Street	Yes	Road Intersec	Yes
Bibb	Spring Street	Yes	Road Intersec	Orange Terrace	Concrete	4	Poor	Park Place	Yes	Road Intersec	Yes
Bibb	Columbus Street	Yes	Road Intersec	Orange Street	Concrete	4	Poor	Rose Place	Yes	Road Intersec	Yes
Bibb	Rose Place	Yes	Road Intersec	Orange Street	Concrete	Less Than 4	Good	Forsyth Street	Yes	Road Intersec	Yes
Bibb	Forsyth Street	Yes	Road Intersec	Orange Street	Concrete	4	Poor	Daisy Park	Yes	Road Intersec	Yes
Bibb	Daisy Park	Yes	Road Intersec	Orange Street	Brick	Less Than 4	Poor	High Street	Yes	Road Intersec	Yes
Bibb	High Street	Yes	Road Intersec	Orange Street	Concrete	Less Than 4	Good	Washington Avenue	Yes	Road Intersec	Yes
Bibb	Washington Avenue	Yes	Road Intersec	Orange Street	Concrete	Less Than 4	Good	Parking Lot	Yes	Parking Lot	Yes
Bibb	Parking Lot	Yes	Road Intersec	Orange Street	Concrete	Less Than 4	Poor	Parking Lot	Yes	Road Intersec	Yes
Bibb	Parking Lot	Yes	Road Intersec	Orange Street	Brick	Less Than 4	Poor	Dures Lane	Yes	Road Intersec	Yes
Bibb	Duras Lane	Yes	Road Intersec	Orange Street	Concrete	6	Good	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Driveway	Orange Street	Concrete	5	Good	Forsyth Street	Yes	Road Intersec	Yes
Bibb	Forsyth Street	Yes	Road Intersec	Orange Street	Brick	Less Than 4	Poor	Rose Place	Yes	Road Intersec	Yes
Bibb	Rose Place	Yes	Road Intersec	Orange Street	Concrete	5	Good	Columbus Street	Yes	Road Intersec	Yes
Bibb	Park Place	Yes	Road Intersec	Orange Terrace	Brick	5	Poor	Spring Street	Yes	Road Intersec	Yes
Bibb	Spring Street	Yes	Road Intersec	Orange Terrace	Brick	4	Poor	Cole Street	Yes	Road Intersec	Yes
Bibb	Cole Street	Yes	Road Intersec	Orange Terrace	Brick	4	Poor	New Street	Yes	Road Intersec	Yes
Bibb	New Street	Yes	Road Intersec	Orange Terrace	Concrete	Less Than 4	Poor	Lee Street	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Driveway	Riverside Drive	Concrete	Less Than 4	Poor	Dr Betty Tolbert Way	Yes	Road Intersec	Yes
Bibb	Dr Betty Tolbert Way	Yes	Road Intersec	Riverside Drive	Concrete	Less Than 4	Poor	Unknown	Yes	Road Intersec	Yes
Bibb	Madison Street	Yes	Road Intersec	Riverside Drive	Concrete	Less Than 4	Poor	College Street	Yes	Road Intersec	Yes
Bibb	College Street	Yes	Road Intersec	Riverside Drive	Concrete	Less Than 4	Poor	Bashinski	Yes	Road Intersec	Yes
Bibb	Orange Street	No	Road Intersec	Riverside Drive	Concrete	Less Than 4	Poor	Hill Street	Yes	Road Intersec	Yes
Bibb	Hill Street	Yes	Road Intersec	Riverside Drive	Concrete	Less Than 4	Poor	Scottish Inn	Yes	Driveway	Yes
Bibb	Scottish Inn	No	Driveway	Riverside Drive	Concrete	Less Than 4	Poor	Franklin Street	Yes	Road Intersec	Yes
Bibb	Franklin Street	Yes	Road Intersec	Riverside Street	Concrete	Less Than 4	Poor	Spring Street	Yes	Road Intersec	Yes
Bibb	Spring Street	Yes	Road Intersec	Riverside Drive	Concrete	Less Than 4	Poor	New Street	Yes	Road Intersec	Yes
Bibb	New Street	No	Road Intersec	Riverside Drive	Concrete	Less Than 4	Poor	First Street	Yes	Road Intersec	Yes
Bibb	First Street	Yes	Road Intersec	Riverside Drive	Concrete	Less Than 4	Poor	Unknown	Yes	Road Intersec	Yes
Bibb	Unknown	Yes	Road Intersec	Riverside Drive	Concrete	Less Than 4	Poor	Interstate 16 Off Ramp	Yes	Other	Yes
Bibb	Interstate 16 Off Ramp	No	Other	Riverside Drive	Concrete	Less Than 4	Poor	Unknown	Yes	Road Intersec	Yes
Bibb	Unknown	No	Road Intersec	Riverside Drive	Concrete	Less Than 4	Poor	Third Street	Yes	Road Intersec	Yes
Bibb	Third Street	Yes	Road Intersec	Riverside Drive	Concrete	Less Than 4	Poor	Broadway	Yes	Road Intersec	Yes
Bibb	Broadway	Yes	Road Intersec	Riverside Drive	Concrete	Less Than 4	Poor	Martin Luther King Jr Bo	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Driveway	Walnut Street	Concrete	Less Than 4	Poor	Third Street	Yes	Road Intersec	Yes
Bibb	Third Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Second Street	Yes	Road Intersec	Yes
Bibb	Second Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Unknown	Yes	Road Intersec	Yes
Bibb	Unknown	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	First Street	Yes	Road Intersec	Yes
Bibb	First Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	New Street Lane	Yes	Road Intersec	Yes
Bibb	New Street Lane	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	New Street	Yes	Road Intersec	Yes
Bibb	New Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Spring Street	Yes	Road Intersec	Yes
Bibb	Spring Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Franklin Street	Yes	Road Intersec	Yes
Bibb	Franklin Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Hill Street	Yes	Road Intersec	Yes
Bibb	Hill Street	Yes	Road Intersec	Walnut Street	Brick	Less Than 4	Poor	Orange Street	Yes	Road Intersec	Yes
Bibb	Orange Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	College Street	Yes	Road Intersec	Yes
Bibb	College Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Madison Street	Yes	Road Intersec	Yes
Bibb	Madison Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Rock Hill Lane	No	Road Intersec	No
Bibb	Rock Hill Lane	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Hudson Street	Yes	Road Intersec	Yes

**Appendix 7  
Existing Sidewalk Network  
Macon-Bibb County**

Bibb	Hudson Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Webb Street	No	Road Intersec	No
Bibb	Webb Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Pursley Street	Yes	Road Intersec	Yes
Bibb	Pursley Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Grant Avenue	Yes	Road Intersec	Yes
Bibb	Grant Avenue	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Lincoln Avenue	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Lincoln Avenue	Yes	Road Intersec	Yes
Bibb	Lincoln Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Forest Avenue	Yes	Road Intersec	Yes
Bibb	Forest Avenue	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Ruby Street	Yes	Road Intersec	Yes
Bibb	Ruby Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Penn Avenue	Yes	Road Intersec	Yes
Bibb	Penn Avenue	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Willis Lane	Yes	Road Intersec	Yes
Bibb	Willis Avenue	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Gailliard Avenue	Yes	Road Intersec	Yes
Bibb	Gaillar Avenue	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Parking Lot	Yes	Parking Lot	Yes
Bibb	Rogers Avenue	Yes	Road Intersec	Clayton Street	Concrete	Less Than 4	Poor	Corbin Avenue	Yes	Road Intersec	Yes
Bibb	Corbin Avenue	Yes	Road Intersec	Clayton Street	Concrete	Less Than 4	Poor	Calloway Lane	Yes	Road Intersec	Yes
Bibb	Calloway Street	Yes	Road Intersec	Clayton Street	Concrete	Less Than 4	Poor	Buford Place	Yes	Road Intersec	Yes
Bibb	Buford Place	Yes	Road Intersec	Clayton Street	Concrete	5	Poor	Calloway Street	Yes	Road Intersec	Yes
Bibb	Calloway Drive	Yes	Road Intersec	Clayton Street	Concrete	Less Than 4	Poor	Corbin Avenue	Yes	Road Intersec	Yes
Bibb	Corbin Avenue	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Rogers Avnuce	Yes	Road Intersec	Yes
Bibb	Rogers Avenue	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Driveway	Yes	Driveway	Yes
Bibb	Driveway	No	Driveway	Walnut Street	Concrete	Less Than 4	Poor	Holts Lane	Yes	Road Intersec	Yes
Bibb	Holts Avenue	Yes	Road Intersec	Third Street	Concrete	Less Than 4	Poor	Culver Street	Yes	Road Intersec	Yes
Bibb	Third Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Good	Brief Street	Yes	Road Intersec	Yes
Bibb	Brief Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Forest Avenue	Yes	Road Intersec	Yes
Bibb	Forest Avenue	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Ward Street	Yes	Road Intersec	Yes
Bibb	Ward Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Grant Avenue	Yes	Road Intersec	Yes
Bibb	Grant Avenue	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Moughon Street	Yes	Road Intersec	Yes
Bibb	Moughon Street	No	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Short Moughon Street	Yes	Road Intersec	Yes
Bibb	Short Moughon Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Unknown	Yes	Road Intersec	Yes
Bibb	Unknown	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Madison Street	Yes	Road Intersec	Yes
Bibb	Madison Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	College Street	Yes	Road Intersec	Yes
Bibb	College Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Orange Street	Yes	Road Intersec	Yes
Bibb	Orange Street	Yes	Road Intersec	Walnut Street	Brick	Less Than 4	Poor	Spring Street	Yes	Road Intersec	Yes
Bibb	Orange Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Spring Street	Yes	Road Intersec	Yes
Bibb	Spring Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	New Street	Yes	Road Intersec	Yes
Bibb	New Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	First Street	Yes	Road Intersec	Yes
Bibb	First Street	Yes	Road Intersec	Walnut Street	Concrete	8	Good	Second Street	Yes	Road Intersec	Yes
Bibb	Second Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Good	Broadway	Yes	Road Intersec	Yes
Bibb	Third Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Good	Broadway	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Driveway	Walnut Street	Concrete	Less Than 4	Good	Martin Luther King Jr Bo	Yes	Road Intersec	Yes
Bibb	Martin Luther King Jr Boul	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Good	Terminal Avenue	Yes	Road Intersec	Yes
Bibb	Terminal Avenue	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Good	Sixth Street	Yes	Road Intersec	Yes
Bibb	Sixth Street	Yes	Road Intersec	Walnut Street	Concrete	Less Than 4	Poor	Seventh Street	Yes	Road Intersec	Yes
Bibb	Weslyan Drive	Yes	Road Intersec	Northside Drive	Concrete	Less Than 4	Good	Springdale Elementary 5	Yes	Driveway	Yes
Bibb	Springdale Elementary Sc	Yes	Driveway	Northside Drive	Concrete	Less Than 4	Good	Springdale Elementary 5	Yes	Driveway	Yes
Bibb	Springdale Elementary Sc	Yes	Driveway	Northside Drive	Concrete	Less Than 4	Good	Macon-Bibb County Fire 5	Yes	Road Intersec	Yes
Bibb	Macon-Bibb County Fire 5	Yes	Driveway	Northside Drive	Concrete	Less Than 4	Good	Spingdale Boulevard	Yes	Road Intersec	Yes
Bibb	Springdale Boulevard	Yes	Road Intersec	Northside Drive	Concrete	Less Than 4	Good	Wakefield Drive	Yes	Road Intersec	Yes
Bibb	Wakefield Drive	Yes	Road Intersec	Northside Drive	Concrete	Less Than 4	Good	Northsprings Drive	Yes	Road Intersec	Yes
Bibb	Northsprings Drive	Yes	Road Intersec	Northside Drive	Concrete	5	Good	Allison Park	Yes	Road Intersec	Yes
Bibb	Allison Park	Yes	Road Intersec	Northside Drive	Concrete	Less Than 4	Good	Rivoli Downs Drive	Yes	Road Intersec	Yes
Bibb	Rivoli Downs Drive	Yes	Road Intersec	Northside Drive	Concrete	Less Than 4	Good	Rivoli Oaks Drive	Yes	Road Intersec	Yes
Bibb	Rivoli Oaks Drive	Yes	Road Intersec	Northside Drive	Concrete	Less Than 4	Good	Rivoli Drive	Yes	Road Intersec	Yes
Bibb	Northside Christian Churcl	Yes	Driveway	Northside Drive	Concrete	Less Than 4	Good	Springdale Court	Yes	Road Intersec	Yes
Bibb	Springdale Court	Yes	Road Intersec	Northside Drive	Concrete	Less Than 4	Good	Braxton Drive	Yes	Road Intersec	Yes
Bibb	Braxton Drive	Yes	Road Intersec	Northside Drive	Concrete	Less Than 4	Good	Wesleyan Drive	Yes	Road Intersec	Yes
Bibb	Deadend	Yes	Dead End	Wesleyan Drive	Concrete	Less Than 4	Good	North Wesleyan Drive	No	Road Intersec	No
Bibb	North Wesleyan Drive	Yes	Road Intersec	Northside Drive	Concrete	Less Than 4	Good	Unknown	Yes	Road Intersec	Yes
Bibb	Unknown	Yes	Road Intersec	Northside Drive	Concrete	Less Than 4	Good	Marlowe Drive	Yes	Road Intersec	Yes
Bibb	Marlowe Drive	Yes	Road Intersec	Northside Drive	Concrete	Less Than 4	Good	Forest Hill Road	Yes	Road Intersec	Yes
Bibb	Driveway	Yes	Driveway	Forest Hill Road	Concrete	Less Than 4	Good	Dead end	Yes	Road Intersec	Yes
Bibb	Dead end	Yes	Road Intersec	Forest Hill Drive	Concrete	Less Than 4	Good	Rivalrys Bar and Grille	Yes	Parking Lot	Yes
Bibb	Rivalrys	Yes	Parking Lot	Forest Hill Road	Concrete	Less Than 4	Good	Northside Drive	Yes	Road Intersec	Yes
Bibb	Forest Hill Village Shoppir	Yes	Parking Lot	Northside Drive	Concrete	Less Than 4	Good	Forest Hill Village Shopp	No	Parking Lot	No
Bibb	Forest Hill Village Shoppir	Yes	Parking Lot	Northside Drive	Concrete	Less Than 4	Good	Driveway	No	Road Intersec	No
Bibb	Driveway	Yes	Driveway	Northside Drive	Concrete	Less Than 4	Good	Ashley Woods Apartmer	Yes	Driveway	Yes
Bibb	Ashley Woods Apartment:Yes	Yes	Road Intersec	Northside Drive	Concrete	Less Than 4	Good	Hampton Park Apartmer	Yes	Driveway	Yes
Bibb	Hampton Park Apartment:Yes	Yes	Road Intersec	Northside Drive	Concrete	Less Than 4	Good	Hampton Park Apartmer	Yes	Driveway	Yes
Bibb	Hampton Park Apartment:Yes	Yes	Driveway	Northside Drive	Concrete	5	Good	North Park 2	Yes	Parking Lot	Yes
Bibb	North Park 2	Yes	Parking Lot	Northside Drive	Concrete	Less Than 4	Good	North Park 2	Yes	Parking Lot	Yes
Bibb	Ryans Steakhouse	Yes	Parking Lot	Northside Drive	Concrete	Less Than 4	Good	Tom Hill Sr Boulevard	Yes	Road Intersec	Yes
Bibb	Tom Hill Sr Boulevard	Yes	Road Intersec	Northside Drive	Concrete	Less Than 4	Good	Northside Square	Yes	Parking Lot	Yes
Bibb	Nothside Square	Yes	Parking Lot	Northside Drive	Concrete	Less Than 4	Good	North Ingle Place	Yes	Road Intersec	Yes
Bibb	North Ingle Place	Yes	Road Intersec	Northside Drive	Concrete	Less Than 4	Good	Shopping Center	Yes	Parking Lot	Yes
Bibb	Drivers License Departme	Yes	Parking Lot	Parking lot	Concrete	6	Good	Driveway	No	Parking Lot	No

**Appendix 7  
Existing Sidewalk Network  
Macon-Bibb County**

Bibb	Driveway	No	Parking Lot	unknown	Concrete	6	Good	Driveway	Yes	Driveway	Yes
Bibb	Willie Smoke Glover Driv	No	Road Intersec	Riverside Drive	Concrete	4	Poor	Guard House	No	Road Intersec	No
Bibb	Driveway	Yes	Driveway	Riverside Drive	Concrete	Less Than 4	Poor	Train Tressel	Yes	Road Intersec	Yes
Bibb	Train Tressel	Yes	Other	Rivesside Drive	Concrete	Less Than 4	Good	Martin Luther King Jr Bo	Yes	Road Intersec	Yes
Bibb	Train Tressel	Yes	Other	Riverside Drive	Concrete	Less Than 4	Poor	Bridge	Yes	Road Intersec	Yes
Bibb	Bridge	No	Other	Riverside Drive	Concrete	Less Than 4	Poor	Spring Street	Yes	Road Intersec	Yes
Bibb	Spring Street	Yes	Road Intersec	Riverside Drive	Concrete	Less Than 4	Good	Checkers Driveway	No	Driveway	No
Bibb	Checkers Driveway	Yes	Driveway	Riverside Drive	Concrete	Less Than 4	Good	Rose Hill Cemetary Entr	Yes	Driveway	Yes
Bibb	Macon Muscle	No	Parking Lot	Unknown	Brick	6	Good	Rose Hill Cemetary Entr	No	Driveway	No
Bibb	Rose Hill Cemetary Entr	No	Driveway	Unknown	Concrete	Less Than 4	Poor	College Street	Yes	Road Intersec	Yes
Bibb	College Street	Yes	Road Intersec	Riverside Drive	Concrete	Less Than 4	Poor	Rose Hill Cemetary Entr	No	Driveway	No
Bibb	Atbys	Yes	Driveway	Northside Drive	Concrete	Less Than 4	Good	Med Center North Drives	Yes	Driveway	Yes
Bibb	Med Center North Drivew	Yes	Driveway	Northside Drive	Concrete	Less Than 4	Good	Athens Drive	Yes	Road Intersec	Yes
Bibb	Athens Drive	Yes	Road Intersec	Northside Drive	Concrete	Less Than 4	Good	Holliday Drive North	Yes	Road Intersec	Yes
Bibb	Holiday Inn North Drive	Yes	Road Intersec	Northside Drive	Concrete	4	Good	Regal Parking Lot Drives	Yes	Road Intersec	Yes
Bibb	Regal Driveway	Yes	Driveway	Northside Drive	Concrete	Less Than 4	Good	Regal Driveway	Yes	Driveway	Yes
Bibb	Regal Driveway	Yes	Road Intersec	Northside Drive	Concrete	Less Than 4	Good	Tom Hill Sr Boulevard	Yes	Road Intersec	Yes
Bibb	Tom Hill Sr Boulevard	Yes	Road Intersec	Tom Hill Kroger Entrance	Concrete	Less Than 4	Good	Tom Hill Kroger Entranc	Yes	Road Intersec	Yes
Bibb	Kroger Entrance	Yes	Driveway	Northside Drive	Concrete	4	Good	Elnora Drive	Yes	Road Intersec	Yes
Bibb	Elnora Drive	Yes	Road Intersec	Northside Drive	Concrete	4	Good	Carriage Hills Apartment	Yes	Driveway	Yes
Bibb	Carriage Hills Apartments	Yes	Driveway	Northside Drive	Concrete	4	Good	Carriage Hills Apartment	Yes	Driveway	Yes
Bibb	Carriage Hills Apartments	Yes	Driveway	Northside Drive	Concrete	4	Good	Carriage Hills Apartment	Yes	Driveway	Yes
Bibb	Carriage Hills Apartments	Yes	Driveway	Northside Drive	Concrete	4	Good	Forest Hill Road	Yes	Road Intersec	Yes
Bibb	Forest Hill Road	Yes	Road Intersec	Northside Drive	Concrete	4	Good	Parking Lot Driveway	Yes	Road Intersec	Yes
Bibb	Parking Lot	Yes	Parking Lot	Northside Drive	Concrete	5	Good	Parking Lot	Yes	Driveway	Yes
Bibb	Parking Lot	Yes	Parking Lot	Northside Drive	Concrete	4	Good	Apartments	Yes	Driveway	Yes
Bibb	Apartments Driveway	Yes	Driveway	Northside Drive	Concrete	4	Good	Wesleyan Drive	Yes	Road Intersec	Yes

**Appendix 8  
Existing Sidewalk Network  
City of Gordon**

FIPS CODE	BEGINNING POINT	BEGINNING POINT DESCRIPTION	DESCRIPTION	BEGINNING POINT ADA COMPLIANT	ROAD NAME	SURFACE TYPE	SIDEWALK WIDTH IN FEET	SIDEWALK COND	END POINT	END POINT ADA COMPLIANT	END POINT DESCRIPTION
Wilkinson	Parking Lot	Parking Lot	No	Main Street	Concrete	4	Good	UNKNOWN	Yes	Road Intersec	
Wilkinson	College Street	Road Intersec	No	College Street	Concrete	4	Good	S Main Street	Yes	Road Intersec	
Wilkinson	Train Depot	Parking Lot	Yes	College Street	Concrete	4	Good	Road intersection	Old Design	Road Intersec	
Wilkinson	Jackson Street	Road Intersec	No	Unknown	Concrete	4	Good	Parking Lot	Yes	Road Intersec	
Wilkinson	Unknown	Road Intersec	No	Unknown	Concrete	4	Good	Parking Lot	Yes	Road Intersec	
Wilkinson	College Street	Road Intersec	No	Railroad Street	Concrete	4	Good	South Main Street	Old Design	Road Intersec	
Wilkinson	N Main Street	Road Intersec	No	Milledgeville Road	Concrete	4	Poor	College Street	Old Design	Road Intersec	
Wilkinson	College Street	Road Intersec	Yes	Milledgeville Road	Concrete	4	Poor	Frazier Alley	Yes	Road Intersec	
Wilkinson	Post Office	Road Intersec	No	Milledgeville	Concrete	4	Poor	Jackson Street	Yes	Road Intersec	
Wilkinson	Jackson Street	Road Intersec	No	Milledgeville Road	Concrete	4	Poor	Menton Street	Yes	Road Intersec	
Wilkinson	Menton Street	Road Intersec	No	Milledgeville Road	Concrete	4	Poor	Ann Street	Yes	Road Intersec	
Wilkinson	Ann Street	Road Intersec	No	Milledgeville Road	Concrete	4	Poor	Hardie Street	Yes	Road Intersec	
Wilkinson	Hooks Street	Road Intersec	Yes	College Street	Concrete	4	Poor	Elam Street	Yes	Road Intersec	
Wilkinson	Elam Street	Road Intersec	No	College Street	Concrete	4	Poor	Milledgeville Road	Yes	Road Intersec	
Wilkinson	Milledgeville Road	Road Intersec	No	College Street	Concrete	4	Poor	Hooks Street	Yes	Road Intersec	
Wilkinson	Parking Lot, City Hall	Parking Lot	No	Hooks Street	Concrete	4	Good	College Street	Yes	Road Intersec	
Wilkinson	Dead end	Driveway	Yes	Papermill Road	Concrete	4	Poor	Main Street	Yes	Road Intersec	
Wilkinson	Dead end	Other	No	Solomon Street	Concrete	4	Poor	Dead end	No	Dead End	
Wilkinson	Solomon Street	Road Intersec	No	S Main Street	Concrete	4	Poor	Parking Lot	No	Parking Lot	
Wilkinson	Harberson-Walker Road	Road Intersec	Yes	Milledgeville Road	Concrete	Less than 4	Poor	Mulberry Street	Yes	Road Intersec	
Wilkinson	Mulberry Drive	Road Intersec	No	Milledgeville Road	Concrete	Less than 4	Good	Walnut Street	Old Design	Road Intersec	
Wilkinson	Walnut Street	Road Intersec	No	Milledgeville Road	Concrete	Less than 4	Good	Elm Street	Yes	Road Intersec	
Wilkinson	Elm Street	Road Intersec	No	Milledgeville Road	Concrete	Less than 4	Poor	Pine Street	Yes	Road Intersec	
Wilkinson	Pine Street	Road Intersec	No	Milledgeville Road	Concrete	Less than 4	Good	Bagget Street	Yes	Road Intersec	
Wilkinson	Bagget Street	Road Intersec	No	Milledgeville Road	Concrete	Less than 4	Good	Parking Lot	Yes	Parking Lot	
Wilkinson	Hooks Street	Road Intersec	No	Main Street	Concrete	Less than 4	Good	Milledgeville Road	Yes	Road Intersec	
Wilkinson	Parking Lot	Road Intersec	Yes	Main Street	Concrete	Less than 4	Good	Papermill Road	No	Road Intersec	
Wilkinson	House	Road Intersec	Yes	S Main Street	Concrete	5	Good	Soloman Street	Yes	Road Intersec	
Wilkinson	Main Street	Road Intersec	No	Soloman Street	Concrete	Less than 4	Good	Macon Road	Yes	Road Intersec	

**Appendix 9  
Existing Sidewalk Network  
City of Hawkinsville**

FIPS CODE	BEGINNING POINT	BEGINNING DESCRIP	BEGINNING ADA COMPLIANT	ROAD NAME	SURFACE TYPE	SIDEWALK WIDTH IN FEET	SIDEWALK COND	END POINT	END POINT ADA COMP	END POINT DESCRIP
Pulaski	Liberty Street	Road Intersec	No	S Warren Street	Concrete	Less than 4	Good	Broad Street	No	Road Intersec
Pulaski	Broad Street	Road Intersec	No	Warren Street	Concrete	Less than 4	Good	Bembry Circle	Old Design	Road Intersec
Pulaski	Bembry Circle	Road Intersec	Yes	Warren Street	Concrete	Less than 4	Good	Commerce Street	Yes	Road Intersec
Pulaski	Commerce Street	Road Intersec	Yes	Warren Street	Concrete	Less than 4	Good	Broad Street	Yes	Road Intersec
Pulaski	Broade Street	Road Intersec	No	S Warren Street	Concrete	Less than 4	Good	Academy Street	Old Design	Road Intersec
Pulaski	Driveway	Driveway	Yes	S Warren Street	Concrete	Less than 4	Good	Rawls Street	Yes	Road Intersec
Pulaski	Parking Lot	Parking Lot	Yes	Veterans Memorial Drive	Concrete	5	Good	Itself	Yes	Road Intersec
Pulaski	Veterans Memorial Avenue	Sidewalk Inters	Yes	Veterans Memorial Drive	Concrete	5	Good	Center of Memorial	Yes	Road Intersec
Pulaski	Sidewalk	Sidewalk Inters	Yes	None	Concrete	5	Good	Gravel Lot	Yes	Other
Pulaski	Veterans Memorial	Road Intersec	Yes	None	Concrete	5	Good	Grass Area	Yes	Road Intersec
Pulaski	Dead end	Dead End	No	Commerce Street	Concrete	Less than 4	Good	Veterans Memorial Avenue	No	Road Intersec
Pulaski	Commerce Street	Road Intersec	No	Veterans Memorial Avenue	Concrete	Less than 4	Good	Broad Street	No	Road Intersec
Pulaski	Pinewood Manor	Driveway	No	Commerce Street	Concrete	Less than 4	Poor	N Mitchell Street	Yes	Road Intersec
Pulaski	N Mitchell Street	Road Intersec	No	Commerce Street	Concrete	Less than 4	Poor	US Highway 341	Yes	Road Intersec
Pulaski	US Highway 341	Road Intersec	No	Commerce Street	Concrete	4	Poor	N Wood Street	Yes	Road Intersec
Pulaski	N Wood Street	Road Intersec	No	Commerce Street	Concrete	Less than 4	Poor	Ryan Street	No	Road Intersec
Pulaski	Ryan Street	Road Intersec	No	Commerce Street	Concrete	Less than 4	Poor	Warren Street	Old Design	Road Intersec
Pulaski	Warren Street	Road Intersec	Yes	Commerce Street	Concrete	Less than 4	Poor	S Dooley Street	Old Design	Road Intersec
Pulaski	Chevron Gas Station	Parking Lot	Yes	Commerce Street	Concrete	Less than 4	Poor	Lumpkin Street	Old Design	Road Intersec
Pulaski	Lumpkin Street	Road Intersec	Yes	Commerce Street	Concrete	Less than 4	Poor	Jackson Street	Yes	Road Intersec
Pulaski	Jackson Street	Road Intersec	Yes	Commerce Street	Concrete	Less than 4	Poor	Houston Street	Yes	Road Intersec
Pulaski	Gas Station	Driveway	Yes	Commerce Street	Concrete	Less than 4	Poor	Veterans Memorial Avenue	No	Road Intersec
Pulaski	Commerce Street	Road Intersec	No	Veterans Memorial Avenue	Concrete	Less than 4	Poor	Broad Street	Yes	Road Intersec
Pulaski	Veterans Memorial Avenue	Road Intersec	No	Broad Street	Concrete	4	Poor	S Jackson Street	Yes	Road Intersec
Pulaski	S Jackson Street	Road Intersec	No	Broad Street	Concrete	5	Poor	S Lumpkin Street	No	Road Intersec
Pulaski	S Jackson Street	Road Intersec	No	Broad Street	Concrete	4	Poor	S Lumpkin Street	Yes	Road Intersec
Pulaski	S Lumpkin Street	Road Intersec	No	Broad Street	Concrete	4	Poor	S Dooley Street	Yes	Road Intersec
Pulaski	S Dooley Street	Road Intersec	No	Broad Street	Concrete	4	Poor	Warren Street	Yes	Road Intersec
Pulaski	Warren Street	Road Intersec	No	Broad Street	Concrete	4	Poor	Ryan Street	Yes	Road Intersec
Pulaski	Ryan Street	Road Intersec	No	Broad Street	Concrete	Less than 4	Poor	341 Boulevard	Yes	Road Intersec
Pulaski	Broad Street	Road Intersec	Yes	341 Boulevard	Concrete	4	Poor	Martin Street	Yes	Road Intersec
Pulaski	Martin Street	Road Intersec	Yes	341 Boulevard	Concrete	Less than 4	Poor	Branch Street	No	Road Intersec
Pulaski	Branch Street	Road Intersec	No	341 Boulevard	Concrete	4	Poor	Commerce Street	Yes	Road Intersec
Pulaski	Dead end	Dead End	No	341 Boulevard	Concrete	4	Poor	Commerce Street	No	Road Intersec
Pulaski	Commerce Street	Road Intersec	No	341 Boulevard	Concrete	4	Poor	Martin Street	No	Road Intersec
Pulaski	Martin Street	Road Intersec	Yes	341 Boulevard	Concrete	4	Poor	Broad Street	Yes	Road Intersec
Pulaski	341 Boulevard	Road Intersec	No	Broad Street	Concrete	5	Poor	Bartos Street	Yes	Road Intersec
Pulaski	Bartos Sreet	Road Intersec	No	Unidilla Highway	Concrete	4	Poor	Mitchell Street	Old Design	Road Intersec
Pulaski	Mitchell Street	Road Intersec	Yes	Unidilla Highway	Concrete	5	Poor	Lakeview Drive	Yes	Road Intersec
Pulaski	Lakeview Drive	Road Intersec	No	Unidilla Highway	Concrete	4	Poor	E Forest Hill Circle	No	Road Intersec
Pulaski	E Forest Hill Drive	Road Intersec	No	Unidilla Highway	Concrete	4	Poor	W Forest Hill Circle	No	Road Intersec
Pulaski	W Forest Hill Circle	Road Intersec	No	Unidilla Highway	Concrete	4	Poor	Unknown	Yes	Road Intersec
Pulaski	Dead end	Dead End	No	Unidilla Highway	Concrete	4	Poor	S Mitchell Street	Old Design	Road Intersec
Pulaski	S Mitchell Street	Road Intersec	Yes	Unidilla Highway	Concrete	4	Poor	S Washburn Street	Yes	Road Intersec
Pulaski	S Washburn Street	Road Intersec	No	Broad Street	Concrete	4	Poor	Wood Street	Old Design	Road Intersec
Pulaski	Wood Street	Road Intersec	No	Broad Street	Concrete	4	Poor	Watson Street	Yes	Road Intersec
Pulaski	Watson Street	Road Intersec	No	McCormick Avenue	Concrete	4	Poor	Tarver Avenue	Yes	Road Intersec
Pulaski	Tarver Avenue	Road Intersec	No	McCormick Avenue	Concrete	4	Poor	Pine Level Drive	Old Design	Road Intersec
Pulaski	Pine Level Drive	Road Intersec	No	McCormick Avenue	Concrete	4	Poor	Pine Level Drive	No	Road Intersec
Pulaski	Pine Level Drive	Road Intersec	No	McCormick Avenue	Concrete	4	Poor	Dead end	No	Dead End
Pulaski	Dead end	Dead End	Yes	McCormick Avenue	Concrete	4	Poor	Mansfield Drive	No	Road Intersec
Pulaski	Mansfield Drive	Road Intersec	No	McCormick Avenue	Concrete	4	Poor	Valley Road	No	Road Intersec
Pulaski	Valley Drive	Road Intersec	No	McCormick Avenue	Concrete	4	Poor	McDuffie Street	No	Road Intersec
Pulaski	McDuffie Street	Road Intersec	No	McCormick Avenue	Concrete	4	Poor	Rawls Street	No	Road Intersec
Pulaski	Rawls Street	Road Intersec	No	McCormick Avenue	Concrete	4	Poor	Academy Street	No	Road Intersec
Pulaski	Academy Street	Road Intersec	No	McCormick Avenue	Concrete	4	Poor	Broad Street	Yes	Road Intersec
Pulaski	McCormick Street	Road Intersec	No	Broad Street	Concrete	4	Poor	Warren Sreet	Old Design	Road Intersec
Pulaski	Warren Street	Road Intersec	No	Broad Street	Concrete	4	Poor	Union Street	Yes	Road Intersec
Pulaski	Union Street	Road Intersec	No	Broad Stret	Concrete	4	Poor	S Dooley Street	No	Road Intersec
Pulaski	S Dooley Street	Road Intersec	No	Broad Street	Concrete	4	Poor	S Lumpkin Street	Old Design	Road Intersec
Pulaski	S Lumpkin Street	Road Intersec	No	Broad Street	Concrete	4	Poor	S Jackson Street	Old Design	Road Intersec
Pulaski	S Jackson Street	Road Intersec	No	Broad Street	Concrete	4	Poor	Houston Street	Yes	Road Intersec
Pulaski	Broad Street	Road Intersec	No	Houston Street	Concrete	4	Poor	Liberty Street	Yes	Road Intersec
Pulaski	Liberty Street	Road Intersec	No	S Houston Street	Concrete	4	Poor	Dead end	Yes	Dead End
Pulaski	Dead end	Road Intersec	No	S Houston Street	Concrete	4	Poor	North Street	Yes	Road Intersec
Pulaski	North Street	Road Intersec	No	S Houston Street	Concrete	4	Poor	Liberty Street	No	Road Intersec
Pulaski	Liberty Street	Road Intersec	No	S Houston Street	Concrete	4	Poor	Dead end	No	Road Intersec
Pulaski	S Houston Street	Road Intersec	Yes	Liberty Street	Concrete	4	Poor	Dead end	No	Dead End
Pulaski	Peach State Meat Company	Road Intersec	No	S Jackson Street	Asphalt	4	Poor	McDuffie Street	No	Road Intersec
Pulaski	McDuffie Street	Road Intersec	No	S Jackson Street	Concrete	4	Poor	Parking Lot	No	Road Intersec
Pulaski	Liberty Street	Road Intersec	No	S Jackson Street	Asphalt	4	Poor	Broad Street	Yes	Road Intersec
Pulaski	Broad Street	Road Intersec	No	N Jackson Street	Concrete	5	Poor	Commerce Street	No	Road Intersec
Pulaski	Commerce Street	Road Intersec	No	N Jackson Street	Brick	5	Poor	First Street	Yes	Road Intersec

**Appendix 9  
Existing Sidewalk Network  
City of Hawkinsville**

Pulaski	First Street	Road Intersec	No	N Jackson Street	Concrete	5	Poor	Dead end	No	Road Intersec
Pulaski	Dead end	Dead End	No	N Jackson Street	Concrete	4	Poor	First Street	Old Design	Road Intersec
Pulaski	First Street	Road Intersec	No	N Jackson Street	Brick	6	Poor	Commerce Street	No	Road Intersec
Pulaski	Commerce Street	Road Intersec	No	N Jackson Street	Concrete	7	Good	Sioux Place	Old Design	Road Intersec
Pulaski	Sioux Place	Road Intersec	Yes	N Jackson Street	Concrete	8+	Good	Broad Street	Yes	Road Intersec
Pulaski	Broad Street	Road Intersec	No	S Jackson Street	Concrete	4	Good	Liberty Street	No	Road Intersec
Pulaski	Liberty Street	Road Intersec	Yes	S Jackson Street	Concrete	4	Good	Merritt Street	Yes	Road Intersec
Pulaski	Merritt Street	Road Intersec	No	S Jackson Street	Concrete	4	Good	Kibbee Street	Old Design	Road Intersec
Pulaski	Kibbee Street	Road Intersec	No	S Jackson Street	Concrete	4	Good	McDuffie Street	Old Design	Road Intersec
Pulaski	McDuffie Street	Road Intersec	No	S Jackson Street	Concrete	5	Good	Fale Street	No	Road Intersec
Pulaski	S Jackson Street	Road Intersec	No	Merritt Street	Concrete	5	Poor	S Lumpkin Street	Yes	Road Intersec
Pulaski	S Lumpkin Street	Road Intersec	No	Merritt Street	Concrete	5	Good	S Dooley Street	No	Road Intersec
Pulaski	S Dooley Street	Road Intersec	No	Merritt Street	Concrete	4	Good	S Union Street	Old Design	Road Intersec
Pulaski	S Union Street	Road Intersec	No	Merritt Street	Concrete	5	Good	S Warren Street	No	Road Intersec
Pulaski	S Warren Street	Road Intersec	No	Merritt Street	Concrete	5	Good	S Union Street	Old Design	Road Intersec
Pulaski	S Union Street	Road Intersec	No	Merritt Street	Concrete	5	Good	S Dooley Street	Yes	Road Intersec
Pulaski	S Dooley Street	Road Intersec	No	Merritt Street	Concrete	Less than 4	Good	S Jackson Street	Yes	Road Intersec
Pulaski	Merritt Street	Road Intersec	No	S Lumpkin Street	Concrete	5	Good	Liberty Street	Yes	Road Intersec
Pulaski	Liberty Street	Road Intersec	No	S Lumpkin Street	Concrete	Less than 4	Good	Broad Street	Yes	Road Intersec
Pulaski	Broad Street	Road Intersec	No	Lumpkin Street	Concrete	Less than 4	Good	Comerce Street	Old Design	Road Intersec
Pulaski	Commerce Street	Road Intersec	No	N Lumpkin Street	Concrete	Less than 4	Good	Pulaski Street	Yes	Road Intersec
Pulaski	Pulaski Street	Road Intersec	No	N Lumpkn Street	Concrete	Less than 4	Good	First Street	No	Road Intersec
Pulaski	Sun Mark Bank	Driveway	No	N Lumpkin Street	Concrete	Less than 4	Good	Commerce Street	Yes	Road Intersec
Pulaski	Commerce Street	Road Intersec	No	S Lumpkin Street	Concrete	Less than 4	Good	Broad Street	Old Design	Road Intersec
Pulaski	Broad Street	Road Intersec	No	S Lumpkin Street	Concrete	Less than 4	Good	Liberty Street	Yes	Road Intersec
Pulaski	Liberty Street	Road Intersec	No	S Lumpkin Street	Concrete	Less than 4	Good	Merritt Street	Old Design	Road Intersec
Pulaski	Merritt Street	Road Intersec	Yes	S Dooley Street	Concrete	Less than 4	Good	Kibbee Street	No	Road Intersec
Pulaski	Kibbee Street	Road Intersec	Yes	S Dooley Street	Concrete	Less than 4	Good	Merritt Street	Old Design	Road Intersec
Pulaski	Merritt Street	Road Intersec	No	S Dooley Street	Concrete	Less than 4	Good	Liberty Street	Old Design	Road Intersec
Pulaski	Liberty Street	Road Intersec	No	S Dooley Street	Concrete	Less than 4	Good	Broad Street	Yes	Road Intersec
Pulaski	Broad Street	Road Intersec	No	Dooley Street	Concrete	Less than 4	Good	Commerce Street	Old Design	Road Intersec
Pulaski	Commerce Street	Road Intersec	No	N Dooley Street	Concrete	Less than 4	Good	First Street	Old Design	Road Intersec
Pulaski	First Street	Road Intersec	Yes	N Dooley Street	Concrete	Less than 4	Good	Mary Ann Court	Old Design	Road Intersec
Pulaski	Mary Ann Court	Road Intersec	Yes	N Dooley Street	Concrete	Less than 4	Good	Second Street	Yes	Road Intersec
Pulaski	Second Street	Road Intersec	Yes	N Dooley Street	Concrete	Less than 4	Good	Third Street	Yes	Road Intersec
Pulaski	Third Street	Road Intersec	Yes	N Dooley Street	Concrete	Less than 4	Good	Martin Luther King Jr Boule	Old Design	Road Intersec
Pulaski	Martin Luther King Jr Boule	Road Intersec	Yes	N Dooley Street	Concrete	Less than 4	Good	Sixth Street	Yes	Road Intersec
Pulaski	Sixth Street	Road Intersec	No	N Dooley Street	Concrete	Less than 4	Good	UNKNOWN	Old Design	Road Intersec
Pulaski	Fifth Street	Road Intersec	Yes	N Dooley Street	Concrete	Less than 4	Good	Martin Luther King Jr Boule	Old Design	Road Intersec
Pulaski	Martin Luther King Jr Boulevard	Road Intersec	Yes	N Dooley Street	Concrete	Less than 4	Good	Third Street	Yes	Road Intersec
Pulaski	Third Street	Road Intersec	Yes	N Dooley Street	Concrete	Less than 4	Good	Second Street	Old Design	Road Intersec
Pulaski	Second Street	Road Intersec	Yes	N Dooley Street	Concrete	Less than 4	Good	Commerce Street	Old Design	Road Intersec
Pulaski	Commerce Street	Road Intersec	Yes	N Dooley Street	Concrete	Less than 4	Good	Broad Street	Yes	Road Intersec
Pulaski	Broad Street	Road Intersec	Yes	S Dooley Street	Concrete	Less than 4	Good	Liberty Street	Old Design	Road Intersec
Pulaski	Liberty Street	Road Intersec	Yes	S Dooley Street	Concrete	Less than 4	Good	Merritt Street	No	Road Intersec
Pulaski	Rawls Street	Road Intersec	Yes	S Warren Street	Concrete	Less than 4	Good	Merritt Street	No	Road Intersec
Pulaski	Merritt Street	Road Intersec	No	S Warren Street	Concrete	Less than 4	Good	Liberty Street	No	Road Intersec
Pulaski	Parking Lot Entrance	Road Intersec	Yes	Progress Avenue	Concrete	5	Good	Gordon Street	Yes	Road Intersec
Pulaski	Gordon Street	Road Intersec	Yes	Progress Avenue	Concrete	5	Good	Jelke Street	Yes	Road Intersec
Pulaski	Jelke Street	Road Intersec	Yes	Progress Avenue	Concrete	5	Good	Georgia Highway 26	Yes	Road Intersec
Pulaski	Warren Street	Road Intersec	Yes	Georgia Highway 26	Concrete	5	Good	Commerce Court	Old Design	Road Intersec
Pulaski	Commerce Court	Road Intersec	No	Commerce Street	Concrete	5	Good	Gordon Street	No	Road Intersec
Pulaski	Gordon Street	Road Intersec	Yes	Commerce Street	Concrete	5	Good	Wood Street	Yes	Road Intersec
Pulaski	Wood Street	Road Intersec	No	Commerce Street	Concrete	5	Good	Mooney Apts	Yes	Road Intersec
Pulaski	Mooney Apartments	Road Intersec	No	Commerce Street	Concrete	4	Good	US Highway 341/129	No	Road Intersec
Pulaski	Georgia Highway 26	Road Intersec	No	US Highway 341	Concrete	4	Poor	Family Dollar Parking	No	Parking Lot
Pulaski	Family Dollar Parking Lot	Parking Lot	No	US Highway 341/Georgia Highway 12	Concrete	4	Good	Steak House Parking Lot	Yes	Parking Lot
Pulaski	Steak House Parking Lot	Parking Lot	Yes	US Highway 341/Georgia Highway 12	Concrete	4	Good	Dead end	Yes	Road Intersec
Pulaski	Dead end	Dead End	No	US Highway 341/Georgia Highway 12	Concrete	5	Good	Franklin Avenue	No	Road Intersec
Pulaski	Franklin Avenue	Road Intersec	Yes	US Highway 341/Georgia Highway 12	Concrete	5	Good	Bembry Drive	Yes	Road Intersec
Pulaski	Davis Street	Road Intersec	Yes	US Highway 341/Georgia Highway 12	Concrete	4	Good	Bembry Drive	Yes	Road Intersec
Pulaski	Davis Street	Road Intersec	Yes	US Highway 341/Georgia Highway 12	Concrete	4	Good	Airport Drive	Yes	Road Intersec
Pulaski	Airport Drive	Road Intersec	Yes	US Highway 341/Georgia Highway 12	Concrete	4	Good	Dead end	Yes	Road Intersec
Pulaski	Georgia Highway 230	Road Intersec	No	US Highway 341/Georgia Highway 12	Concrete	4	Good	Lower River Road	No	Road Intersec
Pulaski	BP Gas Station	Parking Lot	No	US Highway 341/Georgia Highway 12	Concrete	4	Good	Unknown	Yes	Road Intersec
Pulaski	Unknown	Road Intersec	No	US Highway 341/Georgia Highway 12	Concrete	4	Good	Unknown		Road Intersec
Pulaski	Unknown	Road Intersec	No	US Highway 341/Georgia Highway 12	Concrete	4	Good	Dead end	Yes	Dead End
Pulaski	Houston Street	Road Intersec	No	US Highway 341/Georgia Highway 12	Concrete	4	Poor	Dead end	Yes	Dead End
Pulaski	Dead end, Bridge	Obstacle	No	US Highway 341/Georgia Highway 12	Concrete	4	Poor	North Florida Avenue	Yes	Road Intersec
Pulaski	North Florida Avenue	Road Intersec	No	Commerce Street	Concrete	4	Poor	Houston Street	Yes	Road Intersec
Pulaski	Houston Street	Road Intersec	Yes	Commerce Street	Concrete	4	Poor	N Jackson Street	Yes	Road Intersec
Pulaski	N Jackson Street	Road Intersec	Yes	Commerce Street	Concrete	7	Poor	N Lumpkin Street	Yes	Road Intersec
Pulaski	N Lumpkin Street	Road Intersec	Yes	Commerce Street	Concrete	7	Poor	N Dooley Street	Yes	Road Intersec
Pulaski	N Dooley Street	Road Intersec	Yes	Commerce Street	Concrete	5	Poor	Town and Country Motel	Yes	Parking Lot

**Appendix 9  
Existing Sidewalk Network  
City of Hawkinsville**

Pulaski	Town and Country Motel	Parking Lot	Yes	Progress Avenue	Concrete	4	Poor	Second Street	Yes	Road Intersec
Pulaski	Second Street	Road Intersec	Yes	Progress Avenue	Concrete	4	Good	Third Street	Yes	Road Intersec
Pulaski	Third Street	Road Intersec	Yes	Progress Avenue	Concrete	4	Poor	Martin Luther King Jr. Boul	No	Road Intersec
Pulaski	Martin Luther King Jr Boulevard	Road Intersec	Yes	Progress Avenue	Concrete	4	Good	Love Joy Street	Yes	Road Intersec

**Appendix 10  
Existing Sidewalk Network  
City of Jeffersonville**

FIPS CODE	BEGINNING POINT	BEGINNING DESCRIPTION	BEGINNING ADA COMPLIANT	ROAD NAME	SURFACE TYPE	SIDEWALK WIDTH	SIDEWALK COND	END POINT	END POINT ADA COMPLIANT	END POINT DESCRIPTION
Twiggs	Driveway	Driveway	No	Georgia Highway 96	Concrete	Less than 4	Poor	North Church Street	No	Road Intersec
Twiggs	North Church Street	Road Intersec	No	Georgia Highway 96	Concrete	Less than 4	Poor	Morningside Drive	Yes	Road Intersec
Twiggs	Morningside Drive	Road Intersec	No	Unknown	Concrete	Less than 4	Poor	Twiggs County School Board	No	Driveway
Twiggs	Main Street	Road Intersec	No	North Church Street	Concrete	Less than 4	Poor	Library Street	No	Road Intersec
Twiggs	Library Street	Road Intersec	No	North Church Street	Concrete	Less than 4	Poor	North Railroad Street	No	Road Intersec
Twiggs	Railroad Tracks	Other	No	North Church Street	Concrete	Less than 4	Poor	Main Street	Yes	Road Intersec
Twiggs	Main Street	Road Intersec	No	South Church Street	Concrete	Less than 4	Poor	Bank Driveway	No	Driveway
Twiggs	Bank Driveway	Road Intersec	No	Suoth Church Street	Concrete	Less than 4	Poor	Dead end	No	Dead End
Twiggs	North Church Street	Road Intersec	No	Unknown	Concrete	5	Poor	Unknown	No	Road Intersec
Twiggs	North Church Street	Road Intersec	No	Unknown	Brick	5	Poor	Ash Street	No	Road Intersec
Twiggs	Ash Street	Road Intersec	No	Unknown	Concrete	6	Good	Georgia Highway 18	Yes	Road Intersec
Twiggs	Unknown	Road Intersec	No	Georgia Highway 18	Concrete	5	Good	Dead end	Yes	Dead End
Twiggs	Georgi Highway 18	Road Intersec	No	Unknown	Concrete	Less than 4	Poor	Martin Luther King jr Boulevard	Yes	Road Intersec
Twiggs	Gas Station	Road Intersec	No	Unknown	Concrete	Less than 4	Good	Driveway Twiggs County Public Works	No	Driveway
Twiggs	Driveway	Driveway	No	Bullard Road	Concrete	Less than 4	Poor	US Highway 80	No	Road Intersec

Appendix 11  
Existing Sidewalk Network  
City of Roberta

FIPS CODE	BEGINNING POINT	BEGINNING POINT DESCRIP	BEGINNING ADA COMP	ROAD NAME	SURFACE TYPE	SIDEWALK WIDTH	SIDEWALK COND	END POINT	END POINT ADA COMP	END POINT DESCRIP
Crawford	CE Willis Drive	Parking Lot	Yes	CE Willis Drive	Concrete	4	Good	Sidewalk	Yes	Driveway
Crawford	CE Willis Drive	Road Intersec	Yes	JB Lillies Lane	Concrete	4	Poor	Driveway	Yes	Driveway
Crawford	Driveway	Driveway	Yes	JB Lillies Lane	Concrete	4	Poor	Dead end	Yes	Dead End
Crawford	JB Lillies Lane	Road Intersec	Yes	JB Lillies Lane	Concrete	6	Poor	CF Willis Lane	No	Road Intersec
Crawford	Mathews Street	Road Intersec	Yes	Agency Street	Concrete	Less than 4	Good	Dugger Street	Yes	Road Intersec
Crawford	Gas Station	Road Intersec	Yes	W Agency Street	Concrete	Less than 4	Good	High Point Road	Yes	Road Intersec
Crawford	HighPoint Road	Road Intersec	Yes	W Agency Street	Concrete	Less than 4	Good	Dead ends	Yes	Road Intersec
Crawford	Parking Lot	Road Intersec	Yes	Parking Lot	Concrete	Less than 4	Good	Dead ends	Yes	Road Intersec
Crawford	End of parking lot	Road Intersec	Yes	Parking lot	Concrete	Less than 4	Good	Beginning of Parking Lot	Yes	Road Intersec
Crawford	Dead end	Road Intersec	Yes	W Agency Street	Concrete	Less than 4	Poor	Lakeview Drive	Yes	Road Intersec
Crawford	Lakeview Drive	Road Intersec	Yes	W Agency Street	Concrete	Less than 4	Good	S Dugger Avenue	Yes	Road Intersec
Crawford	S Dugger Street	Road Intersec	Yes	E Agency Street	Concrete	6	Good	S Mathews Street	Yes	Road Intersec
Crawford	The Hardware Depot (Store)	Road Intersec	No	E Agency Street	Concrete	5	Good	Hicks Road	Yes	Road Intersec
Crawford	Hicks Road	Road Intersec	No	E Agency Street	Concrete	Less than 4	Good	Crawford County High School	Old Design	Road Intersec
Crawford	Dead end	Dead End	No	E Agency Street	Concrete	Less than 4	Poor	Kirby Avenue	Yes	Road Intersec
Crawford	Kirby Avenue	Road Intersec	No	E Agency Street	Concrete	Less than 4	Poor	Dabney Avenue	No	Road Intersec
Crawford	Dabney Avenue	Road Intersec	No	E Agency Street	Concrete	Less than 4	Poor	Roberta City Hall Parking Lot	No	Road Intersec
Crawford	Roberta City Hall Parking lot	Parking Lot	No	E Agency Street	Concrete	Less than 4	Good	Dead end	No	Dead End
Crawford	Driveway	Driveway	No	E Agency Street	Concrete	6	Good	Unknown	No	Road Intersec
Crawford	E Agency Street	Road Intersec	Yes	Wright Avenue	Concrete	6	Good	Rucker Street	Yes	Road Intersec
Crawford	Parking lot	Parking Lot	No	N Dugger Avenue	Concrete	4	Good	Andrews Drive	No	Road Intersec
Crawford	Andrews Drive	Road Intersec	Yes	N Dugger Avenue	Concrete	5	Good	Parking Lot	Yes	Parking Lot
Crawford	Parking lot	Parking Lot	Yes	N Dugger Avenue	Concrete	5	Good	Child Support Enforcement Office	Yes	Road Intersec
Crawford	Child Enforcement Office	Parking Lot	No	N Dugger Avenue	Concrete	5	Good	Parking Lot	No	Parking Lot
Crawford	Parking lot	Parking Lot	Yes	N Dugger Street	Concrete	5	Good	Dead end	No	Road Intersec
Crawford	Dead end	Dead End	No	N Dugger Avenue	Concrete	Less than 4	Good	Dead end	Yes	Dead End
Crawford	Unknown	Road Intersec	No	N Dugger Street	Concrete	Less than 4	Good	Calloway Drive	Yes	Road Intersec
Crawford	Calloway Drive	Road Intersec	No	N Dugger Street	Concrete	Less than 4	Good	Unknown	No	Road Intersec
Crawford	Unknown	Road Intersec	No	N Dugger Avenue	Concrete	Less than 4	Good	High Point Road	No	Road Intersec
Crawford	High Point Road	Road Intersec	No	N Dugger Avenue	Concrete	Less than 4	Good	W Lake Street	No	Road Intersec
Crawford	W Lake Street	Road Intersec	No	N Dugger Street	Concrete	Less than 4	Good	Parking Lot	Yes	Parking Lot
Crawford	US Highway 80	Road Intersec	Yes	N Dugger Street	Concrete	Less than 4	Good	Andrews Drive	No	Road Intersec
Crawford	Andrews Drive	Road Intersec	No	N Dugger Avenue	Concrete	Less than 4	Good	Parking lot	No	Parking Lot
Crawford	New Street	Road Intersec	Yes	E Crucelle Street	Concrete	Less than 4	Good	McCrary Avenue	No	Road Intersec
Crawford	McCrary Street	Road Intersec	No	Crucelle Street	Concrete	5	Good	N Dugger Avenue	No	Road Intersec
Crawford	Parking Lot	Parking Lot	Yes	Crucelle Street	Concrete	Less than 4	Good	High Point Road	Yes	Road Intersec
Crawford	Dead end	Dead End	Yes	High Point Road	Concrete	Less than 4	Good	Davenport Drive	No	Road Intersec
Crawford	High Point Road	Road Intersec	No	W Crusselle Road	Concrete	Less than 4	Good	Tanner Street	No	Road Intersec
Crawford	Tanner Street	Road Intersec	No	W Crusselle Street	Concrete	5	Good	Parking Lot	No	Parking Lot
Crawford	N Mathews Street	Road Intersec	Yes	E Crusselle Street	Concrete	Less than 4	Good	Wright Avenue	No	Road Intersec
Crawford	Wright Street	Road Intersec	No	W Crusselle Street	Concrete	Less than 4	Good	McCrary Avenue	No	Road Intersec
Crawford	McCrary Avenue	Road Intersec	No	W Crusselle Street	Concrete	Less than 4	Good	Dead end	No	Dead End

Appendix 12  
Existing Sidewalk Network  
City of Milledgeville

FIPS	BEGINNING POINT	BEGINNING DESCRIPTION	BEGINNING ADA		ROAD NAME	SURFACE TYPE	SIDEWALK WIDTH IN FEET	SIDEWALK COND	END POINT	END POINT DESCRIPTION	END POINT	
			COMPLIANT	ADA							ADA	COMPLIANT
Baldwin	West Hancock Street	Road Intersec	Yes		South Columbia Street	Concrete	Less than 4	Good	West Greene Street	Road Intersec	Yes	Yes
Baldwin	Driveway	Driveway	Yes		South Columbia Street	Concrete	Less than 4	Poor	West Greene Street	Road Intersec	Yes	Yes
Baldwin	Driveway	Driveway	No		South Columbia Street	Concrete	Less than 4	Poor	West Hancock Street	Road Intersec	Yes	Yes
Baldwin	West Hancock Street	Road Intersec	No		South Columbia	Concrete	Less than 4	Poor	West McIntosh Street	Road Intersec	Yes	Yes
Baldwin	West McIntosh Street	Road Intersec	No		South Columbia Street	Concrete	4	Poor	West Montgomery Street	Road Intersec	Yes	Yes
Baldwin	Thomas Street	Road Intersec	Yes		North Columbia Street	Concrete	Less than 4	Poor	West Charlton Street	Road Intersec	Yes	Yes
Baldwin	West Charlton Street	Road Intersec	Yes		North Columbia Street	Concrete	Less than 4	Poor	West Walton Street	Road Intersec	Yes	Yes
Baldwin	West Walton Street	Road Intersec	No		North Columbia Street	Concrete	Less than 4	Poor	Railroad Tracks	Other	No	No
Baldwin	Railroad Tracks	Other	No		North Columbia Street	Concrete	Less than 4	Poor	Martin Luther King Jr.	Road Intersec	Yes	Yes
Baldwin	Martin Luther King Jr. Driv	Road Intersec	Yes		North Columbia Street	Concrete	Less than 4	Poor	Bluff Street	Road Intersec	No	No
Baldwin	Bluff Street	Road Intersec	Yes		North Columbia Street	Concrete	Less than 4	Good	Hillcrest Street	Road Intersec	Yes	Yes
Baldwin	Hillcrest Street	Road Intersec	Yes		North Columbia Street	Concrete	Less than 4	Poor	Brooks Street	Road Intersec	Yes	Yes
Baldwin	Brooks Street	Road Intersec	Yes		North Columbia Street	Concrete	Less than 4	Poor	Forest Road	Road Intersec	Yes	Yes
Baldwin	Forest Road	Road Intersec	Yes		North Columbia Street	Concrete	Less than 4	Poor	Lakeside Drive	Road Intersec	Yes	Yes
Baldwin	Lakeside Drive	Road Intersec	Yes		North Columbia Street	Concrete	Less than 4	Good	Sonic Driveway	Driveway	Yes	Yes
Baldwin	Sonic Driveway	Driveway	Yes		North Columbia Street	Concrete	Less than 4	Poor	Lowes Parking Lot	Parking Lot	Yes	Yes
Baldwin	Lowes Parking Lot	Parking Lot	Yes		North Columbia Street	Concrete	Less than 4	Good	Lowes Parking Lot	Road Intersec	Yes	Yes
Baldwin	Lowes Parking Lot	Driveway	Yes		North Columbia Street	Concrete	Less than 4	Good	Driveway	Road Intersec	Yes	Yes
Baldwin	Lowes Parking Lot	Driveway	Yes		North Columbia Street	Concrete	Less than 4	Good	Driveway	Road Intersec	Yes	Yes
Baldwin	Lowes Parking Lot	Driveway	Yes		North Columbia Street	Concrete	Less than 4	Good	Express Auto Care	Parking Lot	Yes	Yes
Baldwin	Express Auto Care	Parking Lot	Yes		North Columbia Street	Concrete	Less than 4	Good	Dead end	Dead End	No	No
Baldwin	Heritage Hills Shopping Cen	Driveway	Yes		North Columbia Street	Concrete	6	Good	Parking Lot	Driveway	Yes	Yes
Baldwin	Parking Lot	Parking Lot	No		North Columbia Street	Other	5	Good	Dead end	Dead End	Yes	Yes
Baldwin	Driveway	Driveway	No		North Columbia Street	Concrete	Less than 4	Poor	Parking Lot	Road Intersec	Yes	Yes
Baldwin	Parking Lot	Road Intersec	No		North Columbia Street	Concrete	Less than 4	Good	Parking Lot	Road Intersec	Yes	Yes
Baldwin	Parking Lot	Road Intersec	Yes		North Columbia Street	Concrete	Less than 4	Poor	Boundary Street	Road Intersec	Yes	Yes
Baldwin	Boundary Street	Road Intersec	Yes		North Columbia Street	Concrete	Less than 4	Poor	Martin Luther King Jr.	Road Intersec	Yes	Yes
Baldwin	Martin Luther King Drive	Road Intersec	Yes		North Columbia Street	Concrete	Less than 4	Good	Railroad Tracks	Other	No	No
Baldwin	Driveway	Road Intersec	Yes		North Columbia Street	Concrete	Less than 4	Poor	Thomas Street	Road Intersec	Yes	Yes
Baldwin	Thomas Street	Road Intersec	Yes		North Columbia Street	Concrete	Less than 4	Poor	West Montgomery Street	Road Intersec	Yes	Yes
Baldwin	West Montgomery Street	Road Intersec	Yes		South Columbia Street	Concrete	Less than 4	Poor	West McIntosh Street	Road Intersec	Old Design	Old Design
Baldwin	West McIntosh Street	Road Intersec	Yes		South Columbia Street	Concrete	4	Poor	West Hancock Street	Road Intersec	Yes	Yes
Baldwin	North Clark Street	Road Intersec	Yes		Martin Luther King Jr. Drive	Concrete	Less than 4	Poor	North Columbia Street	Road Intersec	Yes	Yes
Baldwin	Driveway	Driveway	No		Martin Luther King Jr. Drive	Concrete	Less than 4	Good	Driveway	Driveway	Yes	Yes
Baldwin	North Columbia Street	Road Intersec	Yes		Martin Luther King Jr. Drive	Concrete	5	Good	North Clark Street	Road Intersec	Yes	Yes
Baldwin	North Clark Street	Road Intersec	No		Martin Luther King Jr. Drive	Concrete	5	Good	Fraley Avenue	Road Intersec	Yes	Yes
Baldwin	Fraley Avenue	Road Intersec	Yes		Martin Luther King Jr. Drive	Concrete	4	Poor	North Wilkinson Street	Road Intersec	Yes	Yes
Baldwin	North Wilkinson Street	Road Intersec	Yes		Martin Luther King Jr. Drive	Concrete	5	Good	North Wayne Street	Road Intersec	Yes	Yes
Baldwin	North Wayne Street	Road Intersec	Yes		Martin Luther King Jr. Drive	Concrete	Less than 4	Poor	North Jefferson Street	Road Intersec	No	No
Baldwin	Fraley Avenue	Road Intersec	No		West Walton Street	Concrete	Less than 4	Poor	North Liberty Street	Road Intersec	No	No
Baldwin	North Liberty Street	Road Intersec	Yes		West Walton Street	Concrete	Less than 4	Poor	North Clark Street	Road Intersec	Yes	Yes
Baldwin	West Walton Street	Road Intersec	No		North Liberty Street	Concrete	Less than 4	Poor	West Mitchell Street	Road Intersec	No	No
Baldwin	West Walton Street	Road Intersec	Yes		North Wilkinson Street	Concrete	Less than 4	Poor	West Mitchell Street	Road Intersec	Yes	Yes
Baldwin	West Mitchell Street	Road Intersec	No		North Wilkinson Street	Concrete	4	Poor	Driveway	Parking Lot	Yes	Yes
Baldwin	Driveway	Driveway	Yes		North Wilkinson Street	Concrete	Less than 4	Poor	Martin Luther King Jr.	Road Intersec	Yes	Yes
Baldwin	Garrard Drive	Road Intersec	Yes		Laboratory Road	Concrete	Less than 4	Poor	Dead end	Dead End	Yes	Yes
Baldwin	Longino Road	Road Intersec	No		Shop Road	Concrete	4	Poor	Driveway	Driveway	Yes	Yes
Baldwin	Driveway	Driveway	Yes		Shop Road	Concrete	Less than 4	Poor	Steam Plant Road	Road Intersec	Yes	Yes
Baldwin	Steam Plant Road	Road Intersec	Yes		Shop Road	Concrete	Less than 4	Poor	Bypass	Road Intersec	Yes	Yes
Baldwin	Bypass	Road Intersec	Yes		Shop Road	Concrete	Less than 4	Poor	Bypass	Road Intersec	Yes	Yes
Baldwin	Bypass	Road Intersec	Yes		Shop Road	Concrete	Less than 4	Poor	Apartment Street	Road Intersec	Yes	Yes
Baldwin	Apartment Street	Road Intersec	Yes		Shop Road	Concrete	Less than 4	Poor	Sidewalk Segment	Sidewalk Intersec	Yes	Yes
Baldwin	Dead end	Dead End	No		Lawrence Road	Concrete	Less than 4	Poor	Shop Road	Road Intersec	No	No
Baldwin	Dead end	Dead End	No		Lawrence Road	Concrete	Less than 4	Poor	Shop Road	Road Intersec	No	No
Baldwin	Dead end	Dead End	No		Lawrence Road	Concrete	Less than 4	Poor	Bostic Road	Road Intersec	No	No
Baldwin	Bostic Circle	Road Intersec	Yes		Bostic Road	Concrete	Less than 4	Good	Lawrence Road	Road Intersec	Yes	Yes
Baldwin	Bostic Road	Road Intersec	Yes		Lawrence Road	Concrete	4	Good	Shop Road	Road Intersec	Yes	Yes
Baldwin	Bostic Road	Road Intersec	Yes		Lawrence Road	Concrete	4	Good	Shop Road	Road Intersec	Yes	Yes
Baldwin	Bostic Road	Road Intersec	Yes		Pavillion Circle	Concrete	4	Good	Shop Road	Road Intersec	Yes	Yes
Baldwin	Pavillian Circle	Road Intersec	Yes		Lawrence Road	Concrete	4	Poor	Driveway	Driveway	Yes	Yes
Baldwin	Shop Road	Road Intersec	Yes		Lawrence Road	Concrete	4	Poor	Sidewalk Segment	Road Intersec	Yes	Yes
Baldwin	Sidewalk Segment	Sidewalk Segment	Yes		Lawrence Road	Concrete	Less than 4	Poor	Parking Lot	Parking Lot	Yes	Yes
Baldwin	Peacock Street	Road Intersec	Yes		Lawrence Road	Concrete	Less than 4	Good	Broad Street	Road Intersec	Yes	Yes
Baldwin	Lawrence Street	Road Intersec	Yes		Peacock Street	Concrete	Less than 4	Poor	Apartment Road	Road Intersec	Yes	Yes
Baldwin	Swint Street	Road Intersec	Yes		Peacock Street	Concrete	4	Poor	Driveway	Driveway	Yes	Yes
Baldwin	Driveway	Driveway	Yes		Peacock Street	Concrete	Less than 4	Poor	Driveway	Driveway	Yes	Yes
Baldwin	Driveway	Driveway	Yes		Peacock Street	Concrete	4	Poor	Driveway	Driveway	Yes	Yes
Baldwin	Driveway	Driveway	Yes		Peacock Street	Concrete	4	Poor	Lawrence Road	Road Intersec	Yes	Yes
Baldwin	Green Court	Road Intersec	No		Broad Street	Concrete	4	Poor	Linden Court	Road Intersec	Yes	Yes
Baldwin	Linden Court	Road Intersec	Yes		Broad Street	Concrete	Less than 4	Poor	Little Street	Road Intersec	Yes	Yes
Baldwin	Little Street	Road Intersec	Yes		Broad Street	Concrete	4	Poor	Thomas Street SE	Road Intersec	Yes	Yes

**Appendix 12  
Existing Sidewalk Network  
City of Milledgeville**

Baldwin	Thomas Street SE	Road Intersec	Yes	Hardwick Street	Concrete	Less than 4	Poor	Irwinton Road	Road Intersec	Yes
Baldwin	Irwinton Road	Road Intersec	Yes	Hardwick Street	Concrete	Less than 4	Poor	Thomas Street SE	Road Intersec	No
Baldwin	Thomas Street SE	Road Intersec	Yes	Hardwick Street	Concrete	Less than 4	Poor	Kemp Avenue	Road Intersec	Yes
Baldwin	Depot Circle	Road Intersec	Yes	Broad Street	Concrete	5	Poor	Lawrence Road	Road Intersec	Yes
Baldwin	Swint Street	Road Intersec	Yes	Broad Street	Concrete	Less than 4	Poor	Veterans Memorial Drive	Road Intersec	Yes
Baldwin	Dead end	Dead End	Yes	Veterans Memorial Drive	Concrete	4	Good	Driveway	Driveway	Yes
Baldwin	Driveway	Road Intersec	Yes	Veterans Memorial Drive	Asphalt	Less than 4	Poor	Broad Street	Road Intersec	Yes
Baldwin	Vetrans Memorial Drive	Road Intersec	Yes	Broad Street	Concrete	4	Poor	Driveway	Road Intersec	Yes
Baldwin	End of Sidewalk	Other	Yes	Broad Street	Concrete	4	Poor	Driveway	Driveway	Yes
Baldwin	Driveway	Road Intersec	Yes	Broad Street	Concrete	4	Poor	Georgia Highway 112	Road Intersec	Yes
Baldwin	Georgia Highway 112	Road Intersec	Yes	Broad Street	Concrete	Less than 4	Poor	Driveway	Driveway	Yes
Baldwin	Driveway	Driveway	Yes	Allen Road	Concrete	4	Poor	Boone Circle	Road Intersec	Yes
Baldwin	Boone Circle	Road Intersec	Yes	Boone Circle	Concrete	Less than 4	Poor	Dead end	Dead End	Yes
Baldwin	Dead end	Dead End	Yes	Boone Circle	Concrete	Less than 4	Poor	Dead end	Road Intersec	Yes
Baldwin	Boone Circle	Road Intersec	Yes	Boone Circle	Concrete	Less than 4	Poor	Boland Circle	Road Intersec	Yes
Baldwin	Allen Road	Road Intersec	Yes	Boone Circle	Concrete	Less than 4	Poor	Dead end	Dead End	Yes
Baldwin	Dead end	Road Intersec	Yes	Boland Circle	Concrete	Less than 4	Poor	Parking Lot	Road Intersec	Yes
Baldwin	Driveway	Driveway	Yes	Boland Circle	Concrete	5	Good	Boone Circle	Road Intersec	Yes
Baldwin	Boland Circle	Road Intersec	Yes	Yarbrough Drive	Concrete	Less than 4	Poor	Log Cabin Road	Road Intersec	Yes
Baldwin	Log Cabin Road	Road Intersec	Yes	Yarbrough Drive	Concrete	4	Poor	Driveway	Driveway	Yes
Baldwin	Irwinton Highway	Road Intersec	No	South Elbert Street	Concrete	Less than 4	Poor	Cline Avenue	Road Intersec	No
Baldwin	Cline Avenue	Road Intersec	Yes	South Elbert Street	Concrete	Less than 4	Poor	Straley Avenue	Road Intersec	Yes
Baldwin	Staley Avenue	Road Intersec	Yes	South Elbert Street	Concrete	Less than 4	Poor	Underwood Road	Road Intersec	No
Baldwin	Underwood Road	Road Intersec	No	South Elbert Street	Concrete	Less than 4	Poor	East Franklin Street	Road Intersec	Yes
Baldwin	East Franklin Street	Road Intersec	Yes	South Clark Street	Concrete	Less than 4	Poor	East Green Street	Road Intersec	Yes
Baldwin	East Green Street	Road Intersec	No	South Elbert Street	Concrete	Less than 4	Poor	East Hancock Street	Road Intersec	Yes
Baldwin	BP Gas Station	Driveway	Yes	South Elbert Street	Concrete	Less than 4	Poor	East Hancock Street	Road Intersec	Yes
Baldwin	East Hancock Street	Road Intersec	No	North Elbert Street	Concrete	Less than 4	Good	East McIntosh Street	Road Intersec	Yes
Baldwin	East McIntosh Street	Road Intersec	No	North Elbert Street	Concrete	Less than 4	Poor	West Montgomery Street	Road Intersec	No
Baldwin	East McIntosh Sreet	Road Intersec	No	North Warren Street	Concrete	Less than 4	Poor	East Montgomery Street	Road Intersec	Yes
Baldwin	East McIntorh Street	Road Intersec	No	North Lincoln Street	Concrete	Less than 4	Good	East Hancock Street	Road Intersec	No
Baldwin	South Clark Street	Road Intersec	Yes	West Franklin Street	Concrete	Less than 4	Good	Cemetary Driveway	Driveway	Yes
Baldwin	South Wilkinson Street	Road Intersec	No	West Franklin Street	Concrete	Less than 4	Poor	South Wayne Street	Road Intersec	Yes
Baldwin	South Wayne Street	Road Intersec	Yes	East Franklin Street	Concrete	4	Good	South Jefferson Street	Road Intersec	Yes
Baldwin	South Jefferson Street	Road Intersec	Yes	East Franklin Street	Concrete	Less than 4	Poor	South Elbert Street	Road Intersec	Yes
Putnam	West Franklin Street	Road Intersec	Yes	South Jefferson Street	Concrete	Less than 4	Poor	East Baldwin Street	Road Intersec	Yes
Baldwin	East Baldwin Street	Road Intersec	Yes	South Jefferson Street	Concrete	Less than 4	Poor	East Screvin Street	Road Intersec	Yes
Baldwin	East Screvin Street	Road Intersec	No	South Jefferson Street	Concrete	Less than 4	Poor	East Baldwin Sreet	Road Intersec	Yes
Baldwin	East Baldwin Street	Road Intersec	No	South Jefferson Street	Concrete	4	Poor	East Franklin Street	Road Intersec	No
Baldwin	Football Field	Other	No	East Franklin Street	Concrete	Less than 4	Poor	South Wayne Street	Road Intersec	No
Baldwin	South Wayne Street	Road Intersec	Yes	West Franklin Street	Concrete	Less than 4	Poor	South Wilkinson Street	Road Intersec	Yes
Baldwin	South Wilkinson Street	Road Intersec	No	West Franklin Street	Concrete	Less than 4	Poor	South Liberty Street	Road Intersec	No
Baldwin	South Liberty Street	Road Intersec	No	West Franklin Street	Concrete	Less than 4	Good	South Clark Street	Road Intersec	Yes
Baldwin	South Liberty Sreet	Road Intersec	No	Washington Street	Concrete	5	Good	South Wilkinson Street	Road Intersec	Yes
Baldwin	South Wilkinson Street	Road Intersec	Yes	West Washington Street	Concrete	5	Good	Dead end	Dead End	No
Baldwin	Driveway	Driveway	No	West Washington Street	Concrete	5	Good	South Wilkinson Street	Road Intersec	Yes
Baldwin	South Liberty Street	Road Intersec	No	West Washington Street	Concrete	5	Good	South Clark Street	Road Intersec	Yes
Baldwin	South Clark Street	Road Intersec	Yes	West Green Street	Concrete	5	Good	South Liberty Street	Road Intersec	Yes
Baldwin	South Liberty Street	Road Intersec	Yes	West Green Street	Concrete	5	Good	South Wilkinson Street	Road Intersec	Yes
Baldwin	South Wilkinson Street	Road Intersec	Yes	West Green Street	Concrete	8	Good	South Wayne Street	Road Intersec	Yes
Baldwin	South Wayne Street	Road Intersec	Yes	South Elbert Street	Concrete	5	Poor	North Jefferson Street	Road Intersec	Yes
Baldwin	South Elbert Street	Road Intersec	Yes	East Greene Street	Concrete	5	Good	South Jefferson Street	Road Intersec	Yes
Baldwin	South Jefferson Street	Road Intersec	Yes	East Greene Street	Concrete	5	Good	South Wayne Street	Road Intersec	Yes
Baldwin	South Wayne Street	Road Intersec	Yes	East Greene Street	Concrete	5	Good	South Wilkinson Street	Road Intersec	No
Baldwin	South Wilkinson Street	Road Intersec	Yes	West Greene Street	Concrete	5	Good	South Liberty Street	Road Intersec	Yes
Baldwin	South Liberty Street	Road Intersec	No	West Greene Street	Concrete	5	Good	South Clark Street	Road Intersec	No
Baldwin	North Clark Street	Road Intersec	Yes	West Mitchell Street	Concrete	Less than 4	Poor	North Liberty Street	Road Intersec	Yes
Baldwin	South Liberty Street	Road Intersec	Yes	West Mitchell Street	Concrete	Less than 4	Poor	Farley Street	Road Intersec	Yes
Baldwin	Fraley Avenue	Road Intersec	No	West Mitchell Street	Concrete	Less than 4	Poor	North Wilkinson Street	Road Intersec	Yes
Baldwin	West Mitchell Street	Road Intersec	No	Fraley Avenue	Concrete	Less than 4	Poor	Martin Luther King Jr D	Road Intersec	Yes
Putnam	West Mitchell Street	Road Intersec	Yes	Fraley Avenue	Concrete	Less than 4	Poor	Dead end	Dead End	No
Baldwin	Broad Street	Road Intersec	Yes	Irwinton Highway/Georgia	Concrete	Less than 4	Poor	Veterans Hospital	Driveway	Yes
Baldwin	Vetrans Hospital	Driveway	Yes	Irwinton Highway/Georgia	Concrete	Less than 4	Poor	Mobley Road	Road Intersec	Yes
Baldwin	Mobley Road	Road Intersec	Yes	Irwinton Highway/Georgia	Concrete	4	Poor	Echols Road	Road Intersec	Yes
Baldwin	Echols Road	Road Intersec	Yes	Irwinton Highway/Georgia	Concrete	Less than 4	Good	Laboratory Road	Road Intersec	Yes
Baldwin	Dead end	Dead End	Yes	Irwinton Highway/Georgia	Concrete	Less than 4	Good	Parking Lot	Road Intersec	Yes
Baldwin	Driveway	Parking Lot	Yes	Irwinton Highway/Georgia	Concrete	Less than 4	Good	Dead end	Dead End	Yes
Baldwin	North Clark Street	Road Intersec	No	West Hancock Street	Concrete	Less than 4	Good	North Liberty Street	Road Intersec	Yes
Baldwin	North Liberty Street	Road Intersec	Yes	West Hancock Street	Concrete	Less than 4	Good	North Wilkinson Street	Road Intersec	Yes
Baldwin	North Wilkinson Street	Road Intersec	Yes	West Hancock Street	Concrete	Less than 4	Good	North Wayne Street	Road Intersec	Yes
Baldwin	North Wayne Street	Road Intersec	Yes	West Hancock Street	Other	5	Good	Jefferson Street	Road Intersec	Yes
Baldwin	Jefferson Street	Parking Lot	Yes	East Hancock Street	Concrete	5	Good	Elbert Street	Road Intersec	Yes
Baldwin	North Elbert Street	Road Intersec	Yes	East Hancock Street	Concrete	5	Good	Gas Station	Driveway	Yes
Baldwin	Gas Station	Driveway	Yes	East Hancock Street	Concrete	5	Good	South Warren Street	Road Intersec	Yes

Appendix 12  
Existing Sidewalk Network  
City of Milledgeville

Baldwin	South Warren Street	Road Intersec	Yes	East Hancock Street	Concrete	Less than 4	Poor	Washington EMC	Driveway	Yes
Baldwin	Washington EMC	Driveway	Yes	East Hancock Street	Concrete	4	Poor	Dead end	Road Intersec	Yes
Baldwin	Bridge	Other	No	East Hancock Street	Concrete	5	Good	Dead end	Dead End	Yes
Baldwin	Dead end	Road Intersec	No	East Hancock Street	Concrete	Less than 4	Poor	North Lincoln	Road Intersec	Yes
Baldwin	North Lincoln	Road Intersec	No	East Hancock Street	Concrete	5	Good	North Warren Street	Road Intersec	Yes
Baldwin	North Warren Street	Road Intersec	Yes	East Hancock Street	Concrete	5	Good	North Elbert Street	Road Intersec	Yes
Baldwin	North Elbert Street	Road Intersec	Yes	East Hancock Street	Concrete	4	Good	Gas Station	Parking Lot	Yes
Baldwin	North Jefferson Street	Road Intersec	Yes	East Hancock Street	Concrete	5	Good	North Wayne Street	Road Intersec	Yes
Baldwin	North Wayne Street	Road Intersec	Yes	West Hancock Street	Concrete	8+	Good	North Wilkinson Street	Road Intersec	Yes
Baldwin	North Wilkinson Street	Road Intersec	Yes	West Hancock Street	Concrete	5	Good	North Clark Street	Road Intersec	Yes
Baldwin	North Clark Street	Road Intersec	No	West Hancock Street	Concrete	5	Good	North Columbia Street	Road Intersec	Yes
Baldwin	North Columbia Street	Road Intersec	No	West Hancock Street	Concrete	5	Good	North Jackson Street	Road Intersec	Yes
Baldwin	North Jackson Street	Road Intersec	Yes	West Hancock Street	Concrete	4	Good	Railroad Tracks	Other	Yes
Baldwin	Railroad Tracks	Other	No	West Hancock Street	Concrete	Less than 4	Good	North Tattnall Street	Road Intersec	Yes
Baldwin	North Tattnall Street	Road Intersec	No	West Hancock Street	Concrete	Less than 4	Poor	North Irwin Street	Road Intersec	Yes
Baldwin	North Irwin Street	Road Intersec	Yes	West Hancock Street	Concrete	Less than 4	Poor	North Pickins Street	Road Intersec	No
Baldwin	North Pickins Street	Road Intersec	Yes	West Hancock Street	Concrete	Less than 4	Good	North Glen Street	Road Intersec	Yes
Baldwin	North Glen Street	Road Intersec	Yes	West Hancock Street	Concrete	Less than 4	Good	Earnest Byner Street	Road Intersec	Yes
Baldwin	Earnest Byner Street	Road Intersec	No	West Hancock Street	Concrete	Less than 4	Poor	Richmond Street	Road Intersec	No
Baldwin	Montgomery Street	Road Intersec	Yes	North Elbert Street	Concrete	Less than 4	Good	East McIntosh Street	Road Intersec	Yes
Baldwin	East McIntosh Street	Road Intersec	No	North Elbert Street	Concrete	5	Good	East Hancock Street	Road Intersec	Yes
Baldwin	East Hancock Street	Road Intersec	Yes	South Elbert Street	Concrete	Less than 4	Poor	East Green Street	Road Intersec	Yes
Baldwin	East Green Street	Road Intersec	No	South Elbert Street	Concrete	Less than 4	Good	East Franklin Street	Road Intersec	Yes
Baldwin	East Franklin Street	Road Intersec	No	South Elbert Street	Concrete	Less than 4	Poor	East Baldwin Street	Road Intersec	Yes
Baldwin	East Baldwin Street	Road Intersec	Yes	South Elbert Street	Concrete	4	Poor	East Screvin Street	Road Intersec	Yes
Baldwin	East Screvin Street	Road Intersec	No	South Elbert Street	Concrete	4	Poor	Underwood Road	Road Intersec	Yes
Baldwin	Underwood Road	Road Intersec	No	South Elbert Street	Concrete	Less than 4	Poor	East Andrews Street	Road Intersec	Yes
Baldwin	East Andrews Street	Road Intersec	Yes	South Elbert Street	Concrete	Less than 4	Poor	Sally Avenue	Road Intersec	No
Baldwin	Sally Avenue	Road Intersec	No	South Elbert Street	Concrete	Less than 4	Poor	Cline Avenue	Road Intersec	No
Baldwin	Cline Avenue	Road Intersec	Yes	South Elbert Street	Concrete	Less than 4	Poor	Irwinton Highway/Georgia	Road Intersec	Yes
Baldwin	Driveway	Driveway	No	Irwinton Highway/Georgia	Concrete	Less than 4	Poor	Driveway	Driveway	Yes
Baldwin	Driveway	Road Intersec	Yes	Irwinton Highway/Georgia	Concrete	Less than 4	Poor	Broad Street	Road Intersec	Yes
Baldwin	West McIntosh Street	Road Intersec	Yes	North Pickins Street	Concrete	5	Good	Montgomery Street	Road Intersec	Yes
Baldwin	Montgomery Street	Road Intersec	No	Pickins Street	Concrete	Less than 4	Poor	West Thomas Street	Road Intersec	Yes
Baldwin	West Thomas Street	Road Intersec	Yes	Pickins Street	Concrete	Less than 4	Poor	West Charlton Street	Road Intersec	No
Baldwin	North Wilkinson Street	Road Intersec	No	Thomas Street	Concrete	Less than 4	Good	Fire Station	Driveway	No
Baldwin	Liberty Street	Road Intersec	No	West Thomas Street	Concrete	Less than 4	Poor	North Clark Street	Road Intersec	No
Baldwin	North Columbia Street	Road Intersec	Yes	West Thomas Street	Concrete	4	Good	North Tattnall Street	Road Intersec	Yes
Baldwin	Dead end	Dead End	No	West Thomas Street	Concrete	4	Poor	Dead end	Road Intersec	No
Baldwin	Cobb Street	Road Intersec	No	West Thomas Street	Concrete	4	Poor	North Pickins Street	Road Intersec	Yes
Baldwin	North Pickins Street	Road Intersec	No	West Thomas Street	Concrete	4	Poor	Glynn Street	Road Intersec	Yes
Baldwin	Dead end	Other	No	West Thomas Street	Concrete	Less than 4	Good	Dead end	Other	No
Baldwin	Earnest Byner Street	Road Intersec	No	West Thomas Street	Concrete	4	Poor	Roberts Street	Road Intersec	Yes
Baldwin	Thomas Street	Road Intersec	No	Roberts Street	Concrete	Less than 4	Poor	Montgomery Street	Road Intersec	No
Baldwin	Mongomery Street	Road Intersec	No	Roberts Street	Concrete	4	Poor	West McIntosh Street	Road Intersec	No
Baldwin	North Clark Street	Road Intersec	Yes	Montgomery Street	Concrete	5	Poor	North Wilkinson Street	Road Intersec	Yes
Baldwin	North Wilkinson Street	Road Intersec	Yes	Montgomery Street	Concrete	5	Poor	North Wayne Street	Road Intersec	Yes
Baldwin	North Wayne Street	Road Intersec	Yes	Montgomery Street	Concrete	5	Good	North Jefferson Street	Road Intersec	Yes
Baldwin	North Jefferson Street	Road Intersec	Yes	Montgomery Street	Concrete	5	Poor	North Elbert Street	Road Intersec	Yes
Baldwin	North Elbert Street	Road Intersec	No	Montgomery Street	Concrete	Less than 4	Poor	Dead end	Other	No
Baldwin	Doles Boulevard	Road Intersec	No	Montgomery Street	Concrete	4	Poor	Elbert Street	Road Intersec	Yes
Baldwin	Elbert Street	Road Intersec	No	Montgomery Street	Concrete	4	Poor	North Jefferson Street	Road Intersec	No
Baldwin	North Jefferson Street	Road Intersec	Yes	Montgomery Street	Concrete	4	Good	North Wayne Street	Road Intersec	Yes
Baldwin	North Wayne Street	Road Intersec	Yes	Montgomery Street	Concrete	Less than 4	Good	North Wilkinson Street	Road Intersec	Yes
Baldwin	North Wilkinson Street	Road Intersec	Yes	Montgomery Street	Concrete	4	Poor	Liberty Street	Road Intersec	Yes
Baldwin	Liberty Street	Road Intersec	Yes	Montgomery Street	Concrete	4	Poor	North Clark Street	Road Intersec	Yes
Baldwin	North Clark Street	Road Intersec	Yes	Montgomery Street	Concrete	4	Good	North Columbia Street	Road Intersec	Yes
Baldwin	North Columbia Street	Road Intersec	Yes	Montgomery Street	Concrete	5	Good	North Jackson Street	Road Intersec	Yes
Baldwin	Jackson Street	Road Intersec	No	Montgomery Street	Concrete	Less than 4	Poor	North Irwin Street	Road Intersec	No
Baldwin	North Irwin Street	Road Intersec	No	Montgomery Street	Concrete	Less than 4	Poor	North Cobb Street	Road Intersec	Yes
Baldwin	North Cobb Street	Road Intersec	Yes	Montgomery Street	Concrete	Less than 4	Poor	North Pickins Street	Road Intersec	No
Baldwin	Georgia Highway 22	Road Intersec	Yes	Montgomery Street	Concrete	Less than 4	Poor	Roberts Street	Road Intersec	No
Baldwin	Roberts Street	Road Intersec	No	Montgomery Street	Concrete	Less than 4	Poor	North Chatam Street	Road Intersec	No
Baldwin	Pickins Street	Road Intersec	No	West McIntosh Street	Concrete	Less than 4	Poor	Driveway	Driveway	No
Baldwin	Driveway	Dead End	No	West McIntosh Street	Concrete	Less than 4	Poor	Irwin Street	Road Intersec	Yes
Putnam	Irwin Street	Road Intersec	No	West McIntosh Street	Concrete	Less than 4	Poor	North Tattnall Street	Road Intersec	Yes
Baldwin	North Jackson Street	Road Intersec	No	West McIntosh Street	Concrete	Less than 4	Poor	North Columbia Street	Road Intersec	Yes
Baldwin	North Clark Street	Road Intersec	Yes	West McIntosh Street	Concrete	Less than 4	Poor	North Columbia Street	Road Intersec	Yes
Baldwin	North Clark Street	Road Intersec	Yes	West McIntosh Street	Concrete	4	Poor	North Columbia Street	Road Intersec	Yes
Baldwin	Wilkinson Street	Road Intersec	Yes	East McIntosh Street	Concrete	5	Good	Wayne Street	Road Intersec	Yes
Baldwin	Wayne Street	Road Intersec	No	East McIntosh Street	Concrete	5	Good	North Jefferson Street	Road Intersec	Yes
Baldwin	Culdesac	Other	Yes	McIntosh Street	Concrete	Less than 4	Poor	North Warren Street	Road Intersec	No
Baldwin	North Warren Street	Road Intersec	Yes	East McIntosh Street	Concrete	Less than 4	Poor	North Elbert Street	Road Intersec	Yes
Baldwin	North Elbert Street	Road Intersec	No	East McIntosh Street	Concrete	5	Poor	North Jefferson Street	Road Intersec	No

**Appendix 12  
Existing Sidewalk Network  
City of Milledgeville**

Baldwin	East Hancock Street	Road Intersec	No	North Jefferson Street	Concrete	5	Good	East Green Street	Road Intersec	Yes
Baldwin	East Green Street	Road Intersec	Yes	North Jefferson Street	Concrete	5	Good	East Hancock Street	Road Intersec	Yes
Baldwin	Hall Street	Road Intersec	No	North Jefferson Street	Concrete	Less than 4	Poor	Walton Street	Road Intersec	Yes
Baldwin	Walton Street	Road Intersec	No	North Jefferson Street	Concrete	Less than 4	Poor	East Mitchell Street	Road Intersec	No
Baldwin	East Mitchell Street	Road Intersec	No	North Jefferson Street	Concrete	Less than 4	Poor	Martin Luther King Jr D	Road Intersec	No
Baldwin	Martin Luther King Jr Drive	Road Intersec	No	North Jefferson Street	Concrete	Less than 4	Poor	Highland Avenue	Road Intersec	No
Baldwin	Highland Avenue	Road Intersec	No	North Jefferson Street	Concrete	Less than 4	Poor	Pritchard Drive	Road Intersec	Yes
Baldwin	Pritchard Street	Road Intersec	No	North Jefferson Street	Concrete	Less than 4	Poor	Grimes Avenue	Road Intersec	No
Baldwin	Grimes Avenue	Road Intersec	No	North Jefferson Street	Concrete	Less than 4	Poor	Camden Street	Road Intersec	No
Baldwin	Camden Street	Road Intersec	No	North Jefferson Street	Concrete	Less than 4	Poor	Linda Drive	Road Intersec	No
Baldwin	Linda Drive	Road Intersec	No	North Jefferson Street	Concrete	Less than 4	Poor	Carrington Drive	Road Intersec	Old Design
Baldwin	Carrington Drive	Road Intersec	Yes	North Jefferson Street	Concrete	Less than 4	Poor	Valley Road	Road Intersec	No
Baldwin	Valley Road	Road Intersec	No	North Jefferson Street	Concrete	Less than 4	Poor	Brookwood Circle	Road Intersec	No
Baldwin	Brookwood Circle	Road Intersec	No	North Jefferson Street	Concrete	Less than 4	Poor	Brookwood Circle	Road Intersec	No
Baldwin	Brookwood Circle	Road Intersec	No	North Jefferson Street	Concrete	Less than 4	Poor	Gas Station	Parking Lot	No
Wilkinson	Driveway	Driveway	No	North Jefferson Street	Concrete	Less than 4	Poor	Lakeside Drive	Road Intersec	No
Baldwin	Lakeside Drive	Road Intersec	No	North Jefferson Street	Concrete	Less than 4	Poor	North Wayne Street	Road Intersec	No
Baldwin	North Wayne Street	Road Intersec	No	North Jefferson Street	Concrete	Less than 4	Poor	Martin Luther King Jr D	Road Intersec	No
Baldwin	Martin Luther King Jr. Driv	Road Intersec	No	North Jefferson Street	Concrete	Less than 4	Poor	East Mitchell Street	Road Intersec	No
Baldwin	East Mitchell Street	Road Intersec	No	North Jefferson Street	Concrete	Less than 4	Poor	Railroad Tracks	Other	No
Baldwin	Railroad Tracks	Other	No	North Jefferson Street	Concrete	Less than 4	Poor	Walton Street	Road Intersec	No
Baldwin	Walton Street	Road Intersec	No	North Jefferson Street	Concrete	Less than 4	Poor	East Hall Street	Road Intersec	No
Baldwin	East Hall Street	Road Intersec	No	North Jefferson Street	Concrete	Less than 4	Poor	East Charlton Street	Road Intersec	Yes
Baldwin	East Charlton Street	Road Intersec	No	North Jefferson Street	Concrete	Less than 4	Poor	Thomas Street	Road Intersec	No
Baldwin	Thomas Street	Road Intersec	No	North Jefferson Street	Concrete	Less than 4	Poor	West Montgomery Street	Road Intersec	No
Baldwin	West Montgomery Street	Road Intersec	No	North Jefferson Street	Concrete	5	Good	East McIntosh Street	Road Intersec	No
Baldwin	East McIntosh Street	Road Intersec	No	North Jefferson Street	Concrete	5	Good	East Hancock Street	Road Intersec	No
Baldwin	Franklin Street	Road Intersec	No	Wayne Street	Concrete	4	Poor	Baldwin Street	Road Intersec	Yes
Baldwin	Dead end	Yes	Wayne Street	Concrete	4	Poor	Screvin Street	Road Intersec	No	
Baldwin	Screvin Street	Road Intersec	No	South Wayne Street	Concrete	4	Poor	Driveway	Driveway	Yes
Baldwin	Driveway	Driveway	No	South Wayne Street	Concrete	4	Poor	Cobb Avenue	Road Intersec	Old Design
Baldwin	Cobb Avenue	Road Intersec	No	South Wayne Street	Concrete	4	Poor	East Andrews Street	Road Intersec	No
Baldwin	East Andrews Street	Road Intersec	No	South Wayne Street	Concrete	4	Poor	Bland Street	Road Intersec	Yes
Baldwin	Bland Street	Road Intersec	No	South Wayne Street	Concrete	5	Good	Cook Street	Road Intersec	Old Design
Baldwin	Cook Street	Road Intersec	Yes	Irwinton Highway/Georgia H	Concrete	4	Good	Allen Memorial Drive	Road Intersec	Yes
Baldwin	Allen Memorial Drive	Road Intersec	Yes	Irwinton Highway/Georgia H	Concrete	Less than 4	Good	First Street	Road Intersec	Yes
Baldwin	First Street	Road Intersec	Yes	Irwinton Highway/Georgia H	Concrete	Less than 4	Good	Hardwick Street	Road Intersec	Yes
Baldwin	Driveway	Driveway	No	Irwinton Highway/Georgia H	Concrete	Less than 4	Good	Fifth Street	Road Intersec	Yes
Baldwin	Allen Memorial Drive	Road Intersec	Yes	Harrisburg Drive	Concrete	4	Poor	Loeta Lane	Road Intersec	Yes
Baldwin	Lorata Lane	Road Intersec	No	Old Harrisburg Road	Concrete	4	Poor	Newton Drive	Road Intersec	No
Baldwin	Newton Drive	Road Intersec	Yes	Old Harrisburg Road	Concrete	Less than 4	Poor	Deacon J Simmons Drive	Road Intersec	No
Baldwin	Deacon J Simmons Drive	Road Intersec	No	Old Harrisburg Road	Concrete	Less than 4	Poor	Shiloh Avenue	Road Intersec	Yes
Baldwin	Shiloh Avenue	Road Intersec	No	Old Harrisburg Road	Concrete	Less than 4	Poor	Leverne Circle	Road Intersec	Old Design
Baldwin	School	Driveway	Yes	Old Harrisburg Road	Concrete	Less than 4	Poor	Driveway	Driveway	No
Baldwin	Carracker Avenue	Road Intersec	No	Jefferson Street	Concrete	4	Poor	Cline Avenue	Road Intersec	No
Baldwin	Cline Avenue	Road Intersec	No	South Jefferson Street	Concrete	4	Poor	Vinson Highway	Road Intersec	Yes
Baldwin	Vinson Highway	Road Intersec	No	South Jefferson Street	Concrete	4	Poor	Underwood Road	Road Intersec	Yes
Baldwin	Underwood Road	Road Intersec	No	South Jefferson Street	Concrete	4	Poor	Screvin Street	Road Intersec	Yes
Putnam	Screvin Street	Road Intersec	No	South Jefferson Street	Concrete	4	Poor	East Andrews Street	Road Intersec	No
Baldwin	East Andrews Street	Road Intersec	No	South Jefferson Street	Concrete	4	Poor	Vinson Highway	Road Intersec	No
Baldwin	Vinson Highway	Road Intersec	No	South Jefferson Street	Concrete	4	Poor	Cline Avenue	Road Intersec	No
Baldwin	Cline Avenue	Road Intersec	No	South Jefferson Street	Concrete	4	Poor	Carracker Avenue	Road Intersec	No
Baldwin	Gas Station	Driveway	No	North Jefferson Street	Concrete	5	Good	East McIntosh Street	Road Intersec	Yes
Baldwin	East McIntosh Street	Road Intersec	No	North Jefferson Street	Concrete	5	Good	Montgomery Street	Road Intersec	Old Design
Baldwin	Montgomery Street	Road Intersec	Yes	North Jefferson Street	Concrete	5	Good	West Thomas Street	Road Intersec	Yes
Baldwin	West Thomas Street	Road Intersec	Yes	North Jefferson Street	Concrete	5	Good	Carlton Street	Road Intersec	Old Design
Baldwin	Charlton Street	Road Intersec	No	North Jefferson Street	Concrete	5	Good	Hall Street	Road Intersec	No
Baldwin	Dead end	Dead End	No	Swint Avenue	Concrete	4	Good	Driveway	Driveway	Old Design
Baldwin	Driveway	Driveway	No	Swint Avenue	Concrete	4	Poor	Coombs Avenue	Road Intersec	No
Baldwin	Coombs Avenue	Road Intersec	No	Swint Avenue	Concrete	5	Poor	Bell Avenue	Road Intersec	Yes
Baldwin	Bell Avenue	Road Intersec	No	Swint Avenue	Concrete	5	Poor	Horne Avenue SE	Road Intersec	No
Baldwin	Horne Avenue	Road Intersec	Yes	Swint Avenue	Concrete	5	Good	Carracker Avenue	Road Intersec	No
Baldwin	Swint Avenue	Road Intersec	Yes	Carracker Avenue	Concrete	4	Poor	Barnes Avenue	Road Intersec	No
Baldwin	Barnes Avenue	Road Intersec	No	Carracker Avenue	Concrete	5	Poor	South Jefferson Street	Road Intersec	Yes
Baldwin	South Jefferson Street	Road Intersec	No	Carracker Avenue	Concrete	4	Poor	Vinson Highway	Road Intersec	Yes
Baldwin	Vinson Highway	Road Intersec	Yes	Carracker Avenue	Concrete	4	Poor	South Jefferson Street	Road Intersec	No
Baldwin	South Jefferson Street	Road Intersec	No	Carracker Avenue	Concrete	4	Poor	Swint Avenue	Road Intersec	Yes
Baldwin	Carracker Ave	Road Intersec	No	South Wayne Street	Concrete	4	Poor	Parking Lot	Road Intersec	No
Baldwin	Parking Lot	Parking Lot	No	South Wayne Street	Concrete	4	Poor	Vinson Highway	Road Intersec	No
Baldwin	Vinson Highway	Road Intersec	No	South Wayne Street	Concrete	4	Poor	East Andrews Street	Road Intersec	No
Baldwin	East Andrews Street	Road Intersec	No	South Wayne Street	Concrete	4	Poor	East Burke Street	Road Intersec	No
Baldwin	Screvin Street	Road Intersec	No	South Wayne Street	Concrete	5	Poor	Baldwin Street	Road Intersec	No
Baldwin	Baldwin Street	Road Intersec	No	South Wayne Street	Concrete	6	Poor	East Franklin Street	Road Intersec	No
Baldwin	Franklin Street	Road Intersec	No	South Wayne Street	Concrete	5	Good	East Green Street	Road Intersec	Yes

**Appendix 12  
Existing Sidewalk Network  
City of Milledgeville**

Baldwin	Green Street	Road Intersec	Yes	South Wayne Street	Concrete	5	Poor	East Hancock Street	Road Intersec	Yes
Baldwin	East Hancock Street	Road Intersec	No	North Wayne Street	Concrete	7	Good	West McIntosh Street	Road Intersec	Old Design
Baldwin	McIntosh Street	Road Intersec	No	North Wayne Street	Concrete	5	Poor	Montgomery Street	Road Intersec	No
Baldwin	Montgomery Street	Road Intersec	No	North Wayne Street	Concrete	4	Poor	East Thomas Street	Road Intersec	No
Baldwin	East Thomas Street	Road Intersec	No	North Wayne Street	Concrete	6	Poor	Dead end	Dead End	No
Baldwin	East Thomas Street	Road Intersec	No	North Wayne Street	Concrete	4	Poor	East Charlton Street	Road Intersec	Old Design
Baldwin	East Charlton Street	Road Intersec	No	North Wayne Street	Concrete	4	Poor	Hall Street	Road Intersec	Yes
Baldwin	Hall Street	Road Intersec	No	North Wayne Street	Concrete	4	Poor	Dead end	Dead End	No
Baldwin	Montgomery Street	Road Intersec	No	North Wayne Street	Concrete	4	Poor	Driveway	Driveway	No
Baldwin	Driveway	Road Intersec	Yes	Wayne Street	Concrete	4	Poor	Driveway	Driveway	Yes
Baldwin	Driveway	Road Intersec	No	North Wayne Street	Concrete	8	Good	West McIntosh Street	Road Intersec	No
Baldwin	McIntosh Street	Road Intersec	Yes	North Wayne Street	Concrete	8	Poor	Hancock Street	Road Intersec	Old Design
Baldwin	Hancock Street	Road Intersec	No	South Wayne Street	Concrete	8	Poor	East Greene Street	Road Intersec	Old Design
Baldwin	East Hancock Street	Road Intersec	Yes	South Wayne Street	Concrete	5	Good	West Washington Street	Road Intersec	No
Baldwin	West Washington Street	Road Intersec	No	South Wayne Street	Concrete	4	Poor	Franklin Street	Road Intersec	No
Baldwin	West Greene Street	Road Intersec	No	South Liberty Street	Concrete	5	Good	West Washington Street	Road Intersec	Yes
Baldwin	West Washington Street	Road Intersec	No	South Liberty Street	Concrete	5	Poor	Dead end	Dead End	No
Baldwin	West Franklin Street	Road Intersec	No	South Liberty Street	Concrete	5	Poor	Cemetery Gate	Driveway	No
Baldwin	Cemetery Gate	Driveway	No	South Liberty Street	Concrete	Less than 4	Poor	West Franklin Street	Road Intersec	No
Baldwin	West Franklin Street	Road Intersec	No	South Liberty Street	Concrete	5	Good	West Washington Street	Road Intersec	No
Baldwin	West Washington Street	Road Intersec	No	South Liberty Street	Concrete	4	Good	West Greene Street	Road Intersec	No
Baldwin	West Greene Street	Road Intersec	No	South Liberty Street	Concrete	4	Good	West Hancock Street	Road Intersec	No
Baldwin	West Hancock Street	Road Intersec	No	South Liberty Street	Concrete	4	Good	West Greene Street	Road Intersec	No
Baldwin	West Greene Street	Road Intersec	No	South Wilkinson Street	Concrete	5	Poor	West Washington Street	Road Intersec	No
Baldwin	West Greene Street	Road Intersec	No	South Wilkinson Street	Concrete	5	Poor	West Washington Street	Road Intersec	No
Baldwin	West Washington Street	Road Intersec	No	South Wilkinson Street	Concrete	5	Good	West Franklin Street	Road Intersec	Yes
Baldwin	East Andrews Street	Road Intersec	No	South Wayne Street	Concrete	Less than 4	Poor	Driveway	Driveway	Old Design
Baldwin	Driveway	Driveway	Yes	South Wayne Street	Concrete	4	Good	Conn Avenue	Road Intersec	Old Design
Baldwin	Conn Avenue	Road Intersec	No	South Wayne Street	Concrete	Less than 4	Poor	West Burke Street	Road Intersec	No
Baldwin	West Burke Street	Road Intersec	No	South Wayne Street	Concrete	Less than 4	Poor	East Screvin Street	Road Intersec	No
Baldwin	East Screvin Street	Road Intersec	No	South Wilkinson Street	Concrete	4	Poor	East Baldwin Street	Road Intersec	No
Baldwin	West Baldwin Street	Road Intersec	Yes	South Wilkinson Street	Concrete	4	Poor	West Franklin Street	Road Intersec	Yes
Baldwin	West Franklin Street	Road Intersec	No	South Wilkinson Street	Concrete	4	Poor	West Washington Street	Road Intersec	No
Baldwin	West Washington Street	Road Intersec	No	South Wilkinson Street	Concrete	4	Poor	Parking Lot	Parking Lot	No
Baldwin	Parking Lot	Parking Lot	No	South Wilkinson Street	Concrete	4	Poor	West Greene Street	Road Intersec	No
Baldwin	West Greene Street	Road Intersec	No	South Wilkinson Street	Concrete	5	Good	West Hancock Street	Road Intersec	No
Baldwin	West Hancock Street	Road Intersec	No	North Wilkinson Street	Concrete	5	Good	Courthouse Parking	Parking Lot	Yes
Baldwin	Parking Lot	Road Intersec	Yes	North Wilkinson Street	Concrete	5	Good	East McIntosh Street	Road Intersec	No
Baldwin	East McIntosh Street	Road Intersec	No	North Wilkinson Street	Concrete	5	Good	East Montgomery Street	Road Intersec	No
Baldwin	East Montgomery Street	Road Intersec	No	North Wilkinson Street	Concrete	5	Good	Thomas Street	Road Intersec	Old Design
Baldwin	Thomas Street	Road Intersec	Yes	North Wilkinson Street	Concrete	5	Good	Dead end	Dead End	No
Baldwin	Parking Lot	Parking Lot	No	North Wilkinson Street	Concrete	4	Good	Montgomery Street	Road Intersec	No
Baldwin	Montgomery Street	Road Intersec	Yes	North Wilkinson Street	Concrete	5	Good	Parking Lot	Road Intersec	No
Baldwin	Parking Lot	Parking Lot	Yes	North Wilkinson Street	Concrete	5	Good	West Hancock Street	Road Intersec	No
Baldwin	West Hancock Street	Road Intersec	No	North Wilkinson Street	Concrete	5	Good	West Greene Street	Road Intersec	No
Baldwin	Dead end	Dead End	No	West Hancock Street	Concrete	Less than 4	Poor	Pine Needle Road	Road Intersec	Yes
Baldwin	Pine Needle Road	Road Intersec	No	West Hancock Street	Concrete	4	Poor	Terrell Avenue	Road Intersec	No
Baldwin	Terrell Avenue	Road Intersec	No	West Hancock Street	Concrete	4	Poor	Harrington Drive	Road Intersec	No
Baldwin	Harrington Drive	Road Intersec	No	West Hancock Street	Concrete	4	Poor	South Irwin Street	Road Intersec	Yes
Baldwin	South Irwin Street	Road Intersec	Yes	West Hancock Street	Concrete	4	Poor	South Tattnall Street	Road Intersec	No
Baldwin	South Tattnall Street	Road Intersec	No	West Hancock Street	Concrete	4	Poor	Railroad Tracks	Other	Yes
Baldwin	Railroad Tracks	Other	No	West Hancock Street	Concrete	4	Poor	South Jackson Street	Road Intersec	Yes
Baldwin	South Jackson Street	Road Intersec	No	West Hancock Street	Concrete	5	Poor	North Columbia Street	Road Intersec	Yes
Baldwin	North Columbia Street	Road Intersec	No	West Hancock Street	Concrete	4	Good	South Clark Street	Road Intersec	Yes
Baldwin	West Franklin Street	Road Intersec	No	South Clark Street	Concrete	Less than 4	Poor	West Washington Street	Road Intersec	No
Baldwin	North Pickins Street	Road Intersec	No	West Montgomery Street	Concrete	4	Poor	North Cobb Street	Road Intersec	No
Baldwin	North Cobb Street	Road Intersec	No	West Montgomery Street	Concrete	Less than 4	Poor	North Jackson Street	Road Intersec	Yes
Baldwin	North Jackson Street	Road Intersec	No	West Montgomery Street	Concrete	Less than 4	Poor	North Columbia Street	Road Intersec	No
Baldwin	North Columbia Street	Road Intersec	No	West Montgomery Street	Concrete	5	Good	North Clark Street	Road Intersec	No
Baldwin	West Hancock Street	Road Intersec	No	South Irwin Street	Concrete	Less than 4	Good	Dead end	Dead End	No
Baldwin	West Hancock Street	Road Intersec	No	South Irwin Street	Concrete	Less than 4	Good	Dead end	Dead End	No
Baldwin	West Hancock Street	Road Intersec	No	South Irwin Street	Concrete	Less than 4	Good	West Franklin Street	Road Intersec	No
Baldwin	West Hancock Street	Road Intersec	No	South Irwin Street	Concrete	Less than 4	Good	West Hancock Street	Road Intersec	No
Baldwin	West Hancock Street	Road Intersec	No	South Irwin Street	Concrete	Less than 4	Good	West Hancock Street	Road Intersec	No
Baldwin	West Hancock Street	Road Intersec	No	North Irwin Street	Concrete	Less than 4	Poor	West McIntosh Street	Road Intersec	Yes
Baldwin	McIntosh Street	Road Intersec	Yes	North Irwin Street	Concrete	Less than 4	Poor	West Montgomery Street	Road Intersec	Yes
Baldwin	West Montgomery Street	Road Intersec	Yes	North Irwin Street	Concrete	Less than 4	Good	West McIntosh Street	Road Intersec	Yes
Baldwin	McIntosh Street	Road Intersec	No	North Irwin Street	Concrete	Less than 4	Poor	West Hancock Street	Road Intersec	Old Design
Baldwin	West Hancock Street	Road Intersec	Yes	South Irwin Street	Concrete	Less than 4	Poor	Dead end	Road Intersec	No
Baldwin	West McIntosh Street	Road Intersec	No	North Tattnall Street	Concrete	4	Poor	West Thomas Street	Road Intersec	Yes
Baldwin	West Thomas Street	Road Intersec	No	North Jackson Street	Concrete	Less than 4	Poor	Parking Lot	Road Intersec	No
Baldwin	Dead end	Road Intersec	No	North Jackson Street	Concrete	4	Poor	West Hancock Street	Road Intersec	Yes
Baldwin	West Hancock Street	Road Intersec	No	North Jackson Street	Concrete	5	Good	West Greene Street	Road Intersec	Yes
Baldwin	West Greene Street	Road Intersec	No	North Jackson Street	Concrete	5	Good	Dead end	Dead End	Yes

**Appendix 12  
Existing Sidewalk Network  
City of Milledgeville**

Baldwin	Dead end	Dead End	Yes	South Jackson Street	Concrete	5	Poor	West Hancock Street	Road Intersec	Yes
Baldwin	West Hancock Street	Road Intersec	No	North Jackson Street	Concrete	Less than 4	Good	West McIntosh Street	Road Intersec	Old Design
Baldwin	West McIntosh Street	Road Intersec	Yes	Jackson Street	Concrete	Less than 4	Poor	West Montgomery Street	Road Intersec	Old Design
Baldwin	West Montgomery Street	Road Intersec	No	North Jackson Street	Concrete	Less than 4	Good	West Thomas Street	Road Intersec	Yes
Baldwin	West Montgomery Street	Road Intersec	No	North Jackson Street	Concrete	Less than 4	Good	West Thomas Street	Road Intersec	Yes
Baldwin	West Montgomery Street	Road Intersec	No	North Jackson Street	Concrete	Less than 4	Good	West Thomas Street	Road Intersec	Yes
Baldwin	Dead end	Dead End	No	North Clark Street	Concrete	Less than 4	Poor	Parking Lot	Parking Lot	No
Baldwin	West Thomas Street	Road Intersec	No	North Clark Street	Concrete	4	Good	Montgomery Street	Road Intersec	No
Baldwin	Montgomery Street	Road Intersec	Yes	North Clark Street	Concrete	4	Good	West McIntosh Street	Road Intersec	Yes
Baldwin	West McIntosh Street	Road Intersec	Yes	North Clark Street	Concrete	5	Good	West Hancock Street	Road Intersec	Yes
Baldwin	West Hancock Street	Road Intersec	Yes	South Clark Street	Concrete	4	Good	West Greene Street	Road Intersec	Yes
Baldwin	West Washington Street	Road Intersec	Yes	South Clark Street	Concrete	Less than 4	Good	West Greene Street	Road Intersec	Yes
Baldwin	West Greene Street	Road Intersec	No	South Clark Street	Concrete	5	Good	West Hancock Street	Road Intersec	Yes
Baldwin	West Hancock Street	Road Intersec	Yes	North Clark Street	Concrete	5	Good	West Montgomery Street	Road Intersec	Yes
Baldwin	West Montgomery Street	Road Intersec	Yes	North Clark Street	Concrete	5	Good	West Thomas Street	Road Intersec	Yes
Baldwin	West Thomas Street	Road Intersec	Yes	North Clark Street	Concrete	5	Good	West Charlton Street	Road Intersec	Yes
Baldwin	West Charlton Street	Road Intersec	No	North Clark Street	Concrete	5	Good	Hall Street	Road Intersec	Yes
Baldwin	Hall Street	Road Intersec	No	North Clark Street	Concrete	5	Good	West Walton Street	Road Intersec	Yes
Baldwin	West Walton Street	Road Intersec	Yes	North Clark Street	Concrete	5	Good	West Mitchell Street	Road Intersec	Yes
Baldwin	West Mitchell Street	Road Intersec	No	North Clark Street	Concrete	5	Good	Martin Luther King Jr D	Road Intersec	Yes

Appendix 13  
Existing Sidewalk Network  
City of Eatonton

FIPS	BEGINNING POINT	BEGINNING ADA COMPLIANT	BEGINNING DESCRIP	ROAD NAME	SURFACE TYPE	SIDEWALK WIDTH IN FEET	SIDEWALK COND	END POINT	END POINT DESCRIP	END POINT ADA COMPLIANT
Putnam	Marion Street	No	Road Intersec	Jefferson Avenue	Concrete	5	Poor	W Harris Street	Road Intersec	Old Design
Putnam	H and R Block	No	Parking Lot	Jefferson Avenue	Concrete	4	Good	Magnolia Street	Road Intersec	No
Putnam	Magnolia Street	Yes	Road Intersec	S Oak Street	Concrete	4	Good	High Street	Road Intersec	No
Putnam	High Street	Yes	Road Intersec	S Oak Street	Concrete	5	Good	Budget Inn	Road Intersec	No
Putnam	House	No	Road Intersec	Jefferson Avenue	Concrete	5	Good	Carriage Way	Road Intersec	No
Putnam	Carriage Way	No	Road Intersec	Jefferson Avenue	Concrete	5	Good	West Magnolia Street	Road Intersec	Yes
Putnam	West Magnolia Street	Yes	Road Intersec	Jefferson Avenue	Concrete	5	Good	E Wayne Street	Road Intersec	Old Design
Putnam	E Wayne Street	No	Road Intersec	Jefferson Avenue	Concrete	4	Good	Harris Street	Road Intersec	No
Putnam	S Harris Street	Yes	Road Intersec	Jefferson Avenue	Brick	Less than 4	Good	Marion Street	Road Intersec	Old Design
Putnam	Marion Street	Yes	Road Intersec	Jefferson Avenue	Concrete	4	Good	Unknown	Road Intersec	Yes
Putnam	W Sumter Street	No	Road Intersec	Jefferson Avenue	Concrete	4	Good	Walnut Street	Road Intersec	No
Putnam	Walnut Street	Yes	Road Intersec	Jefferson Avenue	Concrete	4	Good	Washington Street	Parking Lot	Yes
Putnam	Jefferson Avenue	No	Road Intersec	Sumter Street	Concrete	4	Good	Madison Ave	Road Intersec	No
Putnam	Madison Avenue	Yes	Road Intersec	Sumter Street	Concrete	5	Good	S Washington Avenue	Road Intersec	Old Design
Putnam	S Washington Street	Yes	Road Intersec	W Sumter Street	Concrete	5	Good	Jackson Street	Road Intersec	No
Putnam	S Madison Avenue	Yes	Road Intersec	Sumter Street	Concrete	Less than 4	Good	Sidewalk Deadends	Driveway	Yes
Putnam	Jefferson Avenue	Yes	Road Intersec	Sumter Street	Concrete	4	Poor	N Maple Avenue	Road Intersec	No
Putnam	N Maple Avenue	Yes	Road Intersec	Sumter Street	Concrete	5	Good	Putnam Avenue	Road Intersec	Yes
Putnam	Parking Lot	No	Road Intersec	Madison Avenue	Concrete	Less than 4	Good	Walnut Street	Road Intersec	Old Design
Putnam	Walnut Street	No	Road Intersec	S Madison Avenue	Concrete	Less than 4	Good	Sumter Street	Road Intersec	Yes
Putnam	Marion Street	Yes	Road Intersec	N Madison Avenue	Concrete	5	Good	W Harris Street	Road Intersec	Old Design
Putnam	W Harris Street	Yes	Road Intersec	N Madison Avenue	Concrete	5	Good	Wayne Street	Road Intersec	No
Putnam	Wayne Street	Yes	Road Intersec	N Madison Avenue	Concrete	Less than 4	Good	W Magnolia Street	Road Intersec	No
Putnam	W Magnolia Street	No	Road Intersec	N Madison Avenue	Brick	Less than 4	Poor	Carriage Way	Road Intersec	Yes
Putnam	Church Street	No	Road Intersec	N Madison Street	Concrete	5	Good	Wayne Street	Road Intersec	Old Design
Putnam	Wayne Street	Yes	Road Intersec	N Madison Street	Concrete	Less than 4	Good	W Harris Street	Road Intersec	Old Design
Putnam	W Harris Street	Yes	Road Intersec	N Madison Avenue	Brick	Less than 4	Good	Marion Street	Road Intersec	Yes
Putnam	Marion Street	Yes	Road Intersec	S Madison Avenue	Brick	Less than 4	Good	Tax Office	Road Intersec	Yes
Putnam	Tax Office	Yes	Road Intersec	Madison Avenue	Concrete	4	Good	W Sumter Street	Road Intersec	Yes
Putnam	W Sumter Street	Yes	Road Intersec	S Madison Avenue	Concrete	Less than 4	Poor	Walnut Street	Road Intersec	Old Design
Putnam	Walnut Street	Yes	Road Intersec	Madison Avenue	Concrete	4	Good	S Oak Street	Road Intersec	Yes
Putnam	Food Max	Yes	Parking Lot	S Oak Street	Concrete	5	Good	Parking Lot	Parking Lot	No
Putnam	Food Max	Yes	Road Intersec	South Oak Street	Concrete	5	Poor	Washington Street	Road Intersec	Yes
Putnam	Jefferson Avenue	Yes	Road Intersec	South Oak Street	Concrete	5	Good	S Washington Street	Road Intersec	No
Putnam	Walnut Street	Yes	Road Intersec	Jefferson Avenue	Concrete	5	Good	Sumter Street	Road Intersec	No
Putnam	West Sumter Street	Yes	Road Intersec	Jefferson Avenue	Concrete	5	Good	Marion Street	Road Intersec	Yes
Putnam	Parking Lot	Yes	Road Intersec	Walnut Street	Concrete	Less than 4	Good	Jefferson Avenue	Road Intersec	Old Design
Putnam	Jefferson Avenue	Yes	Road Intersec	Walnut Street	Concrete	Less than 4	Good	S Madison Ave	Road Intersec	Old Design
Putnam	Martin Luther King Jr Dr	Yes	Road Intersec	Oconee Street	Concrete	Less than 4	Poor	Alice Walker Drive	Road Intersec	Old Design
Putnam	Grand Avenue	Yes	Road Intersec	Oconee Street	Concrete	Less than 4	Poor	Putnam Avenue	Road Intersec	Old Design
Putnam	Putnam Avenue	Yes	Road Intersec	Oconee Street	Concrete	Less than 4	Poor	N Maple Avenue	Road Intersec	No
Putnam	Oconee Street	Yes	Road Intersec	Martin Luther King Jr D	Concrete	Less than 4	Poor	Agnes Drive	Road Intersec	Yes
Putnam	Agnes Drive	Yes	Road Intersec	Martin Luther King Jr D	Concrete	Less than 4	Good	Pond Street	Road Intersec	Yes
Putnam	Pond Street	Yes	Road Intersec	Martin Luther King Jr D	Concrete	4	Poor	Hogan Road	Road Intersec	Old Design
Putnam	Martin Luther King Jr Dr	Yes	Road Intersec	New Street	Concrete	4	Poor	Alice Walker Drive	Road Intersec	Yes
Putnam	New Street	Yes	Road Intersec	Alice Walker Drive	Concrete	4	Good	East Street	Road Intersec	Yes
Putnam	East Street	Yes	Road Intersec	Alice Walker Drive	Concrete	Less than 4	Good	Oconee Street	Road Intersec	Yes
Putnam	Agnes Drive	Yes	Road Intersec	Jenkins Drive	Concrete	4	Good	Dead end	Dead End	Yes
Putnam	Jenkins Drive	Yes	Road Intersec	Agnes Drive	Concrete	4	Good	Jenkins Court	Road Intersec	No
Putnam	Jenkins Court	Yes	Road Intersec	Agnes Drive	Concrete	Less than 4	Poor	Martin Luther King Jr D	Road Intersec	Old Design
Putnam	Parking Lot	Yes	Road Intersec	N Maple Street	Concrete	5	Good	W Sumter Street	Road Intersec	Yes
Putnam	Mullberry Street	Yes	Road Intersec	E Marion Street	Concrete	4	Poor	Plum Street	Road Intersec	Yes
Putnam	Plum Street	Yes	Road Intersec	E Marion Street	Concrete	5	Poor	N Maple Street	Road Intersec	Yes
Putnam	N Maple Street	Yes	Road Intersec	Marion Street	Concrete	4	Good	Jefferson Avenue	Road Intersec	Yes
Putnam	Jefferson Avenue	Yes	Road Intersec	Marion Street	Concrete	5	Good	N Madison Avenue	Road Intersec	Yes
Putnam	Jefferson Avenue	Yes	Road Intersec	Marion Street	Brick	7	Good	N Madison Avenue	Road Intersec	Yes
Putnam	N Madison Avenue	Yes	Road Intersec	Marion Street	Concrete	5	Good	Washington Street	Road Intersec	Yes
Putnam	Washington Street	Yes	Road Intersec	Marion Street	Concrete	5	Poor	N Lafayette Avenue	Road Intersec	Yes
Putnam	N Lafayette Avenue	Yes	Road Intersec	Marion Street	Concrete	5	Poor	Dead end	Other	Yes
Putnam	Driveway	Yes	Road Intersec	Marion Street	Concrete	5	Poor	Washington Street	Road Intersec	Yes
Putnam	Washington Street	Yes	Road Intersec	Marion Street	Brick	4	Good	N Madison Avenue	Road Intersec	Yes
Putnam	N Madison Avenue	Yes	Road Intersec	Marion Street	Concrete	5	Good	Jefferson Avenue	Road Intersec	Yes
Putnam	Marion Street	Yes	Road Intersec	S Madison Avenue	Concrete	5	Good	W Sumter Street	Road Intersec	Yes
Putnam	Jefferson Avenue	Yes	Road Intersec	Wayne Street	Concrete	5	Good	N Madison Ave	Road Intersec	Yes
Putnam	N Lafayette Avenue	Yes	Road Intersec	Wayne Street	Concrete	5	Good	N Washington Street	Road Intersec	Yes
Putnam	N Washington Street	Yes	Road Intersec	Wayne Street	Concrete	5	Good	N Madison Avenue	Road Intersec	Yes
Putnam	Wayne Street	Yes	Road Intersec	Lafayette Avenue	Concrete	5	Good	Church Street	Road Intersec	Old Design
Putnam	Wayne Street	Yes	Road Intersec	N Lafayette Avenue	Concrete	Less than 4	Poor	W Harris Street	Road Intersec	Yes
Putnam	N Lafayette Avenue	Yes	Road Intersec	W Harris Street	Concrete	Less than 4	Poor	Grove Street	Road Intersec	Yes
Putnam	N Lafayette Avenue	Yes	Road Intersec	Harris Street	Concrete	Less than 4	Poor	N Washington Street	Road Intersec	Yes
Putnam	N Washington Street	Yes	Road Intersec	Harris Street	Concrete	Less than 4	Poor	N Madison Avenue	Road Intersec	Yes
Putnam	N Madison Avenue	No	Road Intersec	W Harris Street	Concrete	Less than 4	Poor	Parking Lot	Parking Lot	Yes
Putnam	Pine Lane	Yes	Road Intersec	Willie Bailey Street	Concrete	Less than 4	Poor	N Maple Avenue	Road Intersec	Yes

**Appendix 13  
Existing Sidewalk Network  
City of Eatonton**

Putnam	N Maple Street	Yes	Road Intersec	Willie Bailey Street	Concrete	Less than 4	Good	Jefferson Avenue	Road Intersec	Yes
Putnam	Jefferson Avenue	Yes	Road Intersec	W Harris Street	Concrete	Less than 4	Poor	N Madison Avenue	Road Intersec	Yes
Putnam	Parking Lot	Yes	Road Intersec	Church Street	Concrete	Less than 4	Poor	N Madison Avenue	Road Intersec	Yes
Putnam	Driveway	Yes	Road Intersec	Church Street	Concrete	Less than 4	Poor	Grove Street	Road Intersec	Yes
Putnam	Grove Street	Yes	Road Intersec	Church Street	Concrete	Less than 4	Poor	Church Street	Road Intersec	Yes
Putnam	Uncle Remis Street	Yes	Road Intersec	Church Street	Concrete	5	Good	Standish Avenue	Road Intersec	Yes
Putnam	Godfrey Road/ S Oak Street	Yes	Road Intersec	Church Street	Concrete	5	Poor	Hudson Street	Road Intersec	Yes

**Appendix 14  
Existing Sidewalk Network  
City of Gray**

FIPS CODE	BEGINNING POINT	BEGINNING DESCRIP	BEGINNING ADA COMP	ROAD NAME	SURFACE TYPE	SIDEWALK WIDTH IN FEET	SIDEWALK COND	END POINT	ENDING ADA COMP	END POINT DESCRIP
Jones	Driveway	Driveway	Yes	Georgia Highway 22	Concrete	Less than 4	Poor	Unknown	Yes	Road Intersec
Jones	Unknown	Road Intersec	No	Georgia Highway 22	Concrete	4	Poor	South Oak Street	No	Road Intersec
Jones	South Oak Street	Road Intersec	No	Georgia Highway 22	Concrete	Less than 4	Poor	Dead end	No	Dead End
Jones	Dead end	Road Intersec	No	Georgia Highway 22	Concrete	Less than 4	Poor	North Oak Street	No	Road Intersec
Jones	North Oak Street	Road Intersec	No	Georgia Highway 22	Concrete	Less than 4	Poor	Unknown	Yes	Road Intersec
Jones	Unknown	Road Intersec	No	Georgia Highway 22	Concrete	Less than 4	Poor	Ethridge Road	Yes	Road Intersec
Jones	Ethridge Road	Road Intersec	No	Georgia Highway 22	Concrete	Less than 4	Poor	Dead end	Yes	Road Intersec
Jones	Dead end	Road Intersec	No	Georgia Highway 22	Concrete	Less than 4	Poor	Ethridge Road	Yes	Road Intersec
Jones	Unknown	Road Intersec	No	North Oak Street	Concrete	Less than 4	Good	Georgia Highway 22	Yes	Road Intersec
Jones	Jefferson Lane	Road Intersec	No	Georgia Highway 11	Concrete	Less than 4	Poor	Martin Luther King Jr Boulevard	No	Road Intersec
Jones	Martin Luther King Jr Boulevard	Road Intersec	No	Georgia Highway 11	Concrete	5	Good	East Clinton Street	No	Road Intersec
Jones	West Clinton Street/Ga. Hwy 22	Road Intersec	No	Jefferson Street	Concrete	Less than 4	Good	Gordon Street	Old Design	Road Intersec
Jones	Word of Life Christian Fellowship	Road Intersec	No	Georgia Highway 44	Concrete	4	Poor	Gray City Hall	Yes	Parking Lot
Jones	Gray City Hall	Parking Lot	Yes	Georgia Highway 44	Concrete	5	Good	East Clinton Street/Georgia Highway 22	Yes	Road Intersec
Jones	Drive	Road Intersec	Yes	East Clinton Street/Georgia Highway 22	Concrete	4	Poor	Bragg Street	No	Road Intersec
Jones	Bragg Street	Road Intersec	No	Georgia Highway 22	Concrete	4	Good	Georgia Highway 44/ US Highway 129	Yes	Road Intersec
Jones	Georgia Highway 11	Road Intersec	No	West Clinton Street/Georgia Highway 22	Concrete	5	Poor	Madison Street	Yes	Road Intersec
Jones	Madison Street	Road Intersec	No	West Clinton Street/Georgia Highway 22	Concrete	Less than 4	Poor	North Jefferson Street	Yes	Road Intersec
Jones	North Jefferson Street	Road Intersec	No	East Clinton Street/Georgia Highway 22	Concrete	4	Good	Ross Street	Yes	Road Intersec
Jones	Parking Lot	Parking Lot	Yes	West Clinton Street/Georgia Highway 22	Concrete	4	Poor	Highway Street	Yes	Road Intersec
Jones	Highway Street	Road Intersec	No	West Clinton Street/Georgia Highway 22	Concrete	4	Good	BP Gas Station	Old Design	Parking Lot
Jones	BP Gas Station	Road Intersec	Yes	West Clinton Street/Georgia Highway 22	Concrete	4	Good	Old Clinton Road	Yes	Road Intersec
Jones	Old Clinton Street	Road Intersec	No	West Clinton Street/Georgia Highway 22	Concrete	4	Good	Stewart Avenue	Old Design	Road Intersec
Jones	Stewart Avenue	Road Intersec	No	West Clinton Street/Georgia Highway 22	Concrete	5	Good	Jefferson Street	Yes	Road Intersec
Jones	Jefferson Street	Road Intersec	Yes	West Clinton Street/Georgia Highway 22	Concrete	5	Good	Madison Street	No	Road Intersec
Jones	Georgia Highway 44	Road Intersec	Yes	East Clinton Street/Georgia Highway 22	Concrete	4	Good	Childs Street	Yes	Road Intersec
Jones	Childs Street	Road Intersec	No	East Clinton Street/Georgia Highway 22	Concrete	4	Good	Turnerwoods Road	Yes	Road Intersec
Jones	Turnerwoods Road	Road Intersec	No	East Clinton Street/Georgia Highway 22	Concrete	4	Good	Pinewood Street	Yes	Road Intersec
Jones	Pinewood Street	Road Intersec	No	East Clinton Street/Georgia Highway 22	Concrete	4	Good	Dead end	No	Road Intersec
Jones	Dead end	Dead End	No	Hungeford Road	Concrete	Less than 4	Good	Old Highway 11	Yes	Road Intersec

Appendix 15  
Windshield Sidewalk Survey

							CONNECTIVITY TO:							
	SIDEWALK CONDITION	PEDESTRIAN CROSSINGS	BICYCLE RACKS	TRASH CANS	STREET LIGHTING	GREEN-SPACE	DOWNTOWN MERCHANTS	POINTS OF INTEREST	SCHOOLS	NEIGHBHDS/SUBDIV'S	GOOD SIDEWALK NETWORK	AREAS TO IMPROVE SIDEWALKS	AREAS TO EXPAND CONNECTIVITY	
ALLENTOWN	limited SW's										Hwy 112 to Allen Ave most of the way.		Possible shared-use path along RR row on Allen Ave. and connecting with RR Ave in Danville.	
BYRON	GOOD	SOME	NONE	POOR	GOOD	beyond city limits	FAIR	limited access	FAIR	FAIR	Stores and on Hwy. 49 on 4-lane highway; medical facilities on Hwy. 49 have SW's as	Main St, narrow roads mostly residential no pedestrian crosswalks.	Improvements recommended to immediate downtown area, and the area south of Hwy. 49 connecting the schools and park.	
CENTERVILLE	FAIR	GOOD	none	POOR	GOOD	GOOD	FAIR	FAIR	GOOD	POOR	In newly developed subdiv; only other areas are along Houston Lake that connect the mall, school, &	Improve existing sidewalk along Houston Lake Road.	Connecting residential neighborhoods to City Hall and Houston Lake Road.	
CULLODEN	NONE	POOR	POOR	FAIR	POOR	GOOD							Opportunity to promote this historical community; need connectivity within downtown area and to the residential area.	
DANVILLE	limited SW's											Second St. (but with obstacles - trees, bushes, power poles, mailboxes; east side of US 80 south of town (Danville Elem).	Shared-use trail along Railroad Ave. connecting Allentown via Allen Rd. (with historic homes); east side of US 80 south of town to old Danville Elem undergoing renovation.	
FORSYTH	GOOD	GOOD	POOR	GOOD	GOOD	beyond city limits	GOOD			GOOD	GOOD: SW around courthouse square with park benches.	Hwy. 83 out of town needs improvement; pebble SWs showing decay.	Need street lights and SW beyond the immediate downtown area.	
FORT VALLEY	GOOD	GOOD	POOR	FAIR	GOOD	nice gazebo	GOOD	Remote from downtown			GOOD: SW development around businesses	Access from Hwy. 7-overgrown; S. Miller Street has intermittent SW; Camillia Blvd. needs improvement.	Around Fort Valley State University; Peach Blossom Trail has no SW access.	
IRWINTON	GOOD	FAIR	POOR	POOR	FAIR	FAIR	FAIR			GOOD	Street, SW both sides of street	Many sidewalks are overgrown.	Bus. 29, SW in fair condition; expand SW in residential areas.	

Appendix 15  
Windshield Sidewalk Survey

<b>IVEY</b>	<b>NONE</b>	<b>POOR</b>	<b>POOR</b>	<b>POOR</b>	<b>FAIR</b>	<b>EXCELLENT</b>					<b>POOR</b>			<b>Need SW connecting residential area to City Hall and commercial area.</b>
<b>MCINTYRE</b>	<b>VERY LIMITED SW'S</b>	<b>POOR</b>	<b>POOR</b>	<b>POOR</b>	<b>GOOD</b>	<b>NEAR QUARRY</b>	<b>FAIR</b>				<b>POOR</b>			<b>Need connection from residential area to commercial area in the downtown area.</b>
<b>PAYNE CITY</b>	<b>NONE</b>	<b>POOR</b>	<b>POOR</b>	<b>POOR</b>	<b>POOR</b>	<b>FREEDOM PARK</b>	<b>FAIR</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>SW around renovated "Payne City Station" strip stores and "Milltown Market" grocery store.</b>	<b>No SW through this small town - streets and access roads are very narrow.</b>		
<b>PERRY</b>	<b>GOOD</b>	<b>GOOD</b>	<b>POOR</b>	<b>GOOD</b>	<b>GOOD</b>	<b>FAIR</b>	<b>GOOD brick SW wider in front of stores</b>	<b>FAIR</b>	<b>FAIR</b>	<b>GOOD</b>	<b>Carroll St. - brick SW on both sides of street with electronic pedestrian crossings; Main and Morningside SW's in excellent condition; Sam Nunn Blvd. - heavy commercial with SW and electronic crosswalks.</b>			<b>Plans to develop a series of shared-use paths throughout the community connecting the residential areas with points of interest in the community. Emphasis is along US 41 through downtown to the Ag. Center.</b>
<b>TOOMSBORO</b>	<b>FAIR</b>	<b>POOR</b>	<b>POOR</b>	<b>POOR</b>	<b>POOR</b>	<b>FAIR</b>	<b>FAIR</b>			<b>FAIR</b>	<b>Main Street has a leading grassy area to SW in the city block of downtown. north of Kussen</b>	<b>Access via Hwy. 57 is wide enough to widen for bike paths; some greenspace area east side of town but area is rundown.</b>	<b>Proposed redevelopment in downtown area will require better pedestrian access; planned scenic by-way along Hwy. 112 will require review of pedestrian and bicycle access; possible multi-use path between Toombsboro and Oconee River to connect with Balls Ferry Park.</b>	
<b>WARNER ROBINS</b>	<b>GOOD</b>	<b>FAIR</b>	<b>POOR</b>	<b>FAIR</b>	<b>GOOD</b>	<b>FAIR</b>	<b>EXCELLENT</b>	<b>EXCELLENT</b>	<b>EXCELLENT</b>	<b>EXCELLENT</b>	<b>Pkwy. very good; extensive network in neighborhoods and schools; connects well to shops, stores, churches; random SW in select new private developed</b>			<b>Implementation of WR sidewalk and greenspace facilities plan.</b>

**Appendix 16a  
Bicyclists in Crashes  
1998-2002**

<b>County</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>1998-2002</b>
<b>Baldwin</b>						
<b>Number</b>	<b>5</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>35</b>
<b>Bibb</b>						
<b>Number</b>	<b>30</b>	<b>22</b>	<b>26</b>	<b>23</b>	<b>17</b>	<b>118</b>
<b>Crawford</b>						
<b>Number</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>
<b>Houston</b>						
<b>Number</b>	<b>12</b>	<b>17</b>	<b>22</b>	<b>9</b>	<b>11</b>	<b>71</b>
<b>Jones</b>						
<b>Number</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>8</b>
<b>Monroe</b>						
<b>Number</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>
<b>Peach</b>						
<b>Number</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>17</b>
<b>Pulaski</b>						
<b>Number</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Putnam</b>						
<b>Number</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>6</b>
<b>Twiggs</b>						
<b>Number</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>
<b>Wilkinson</b>						
<b>Number</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Middle Ga. Region</b>						
<b>Number</b>	<b>54</b>	<b>53</b>	<b>63</b>	<b>50</b>	<b>45</b>	<b>265</b>
<b>Georgia</b>						
<b>Number</b>	<b>1200</b>	<b>1075</b>	<b>1018</b>	<b>977</b>	<b>948</b>	<b>5218</b>

Source: Georgia State Highway Patrol, 2002

**Appendix 16b  
Bicyclists Injured  
1998-2002**

<b>County</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>1998-2002</b>
<b>Baldwin</b>						
<b>Number</b>	<b>5</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>34</b>
<b>Bibb</b>						
<b>Number</b>	<b>22</b>	<b>16</b>	<b>21</b>	<b>18</b>	<b>12</b>	<b>89</b>
<b>Crawford</b>						
<b>Number</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
<b>Houston</b>						
<b>Number</b>	<b>12</b>	<b>15</b>	<b>14</b>	<b>5</b>	<b>8</b>	<b>54</b>
<b>Jones</b>						
<b>Number</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>7</b>
<b>Monroe</b>						
<b>Number</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>Peach</b>						
<b>Number</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>12</b>
<b>Pulaski</b>						
<b>Number</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Putnam</b>						
<b>Number</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>4</b>
<b>Twiggs</b>						
<b>Number</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
<b>Wilkinson</b>						
<b>Number</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Middle Ga. Region</b>						
<b>Number</b>	<b>43</b>	<b>45</b>	<b>48</b>	<b>37</b>	<b>34</b>	<b>207</b>
<b>Georgia</b>						
<b>Number</b>	<b>893</b>	<b>801</b>	<b>760</b>	<b>727</b>	<b>711</b>	<b>3892</b>

Source: Georgia State Highway Patrol, 2002

**Appendix 16c  
Bicylists Fatalities  
1998-2002**

<b>County</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>1998-2002</b>
<b>Baldwin</b>						
Number	0	0	0	0	0	0
<b>Bibb</b>						
Number	0	0	0	1	0	1
<b>Crawford</b>						
Number	0	0	0	1	0	1
<b>Houston</b>						
Number	0	0	0	0	0	0
<b>Jones</b>						
Number	0	0	0	0	0	0
<b>Monroe</b>						
Number	0	0	0	0	1	1
<b>Peach</b>						
Number	0	0	0	0	0	0
<b>Pulaski</b>						
Number	0	0	0	0	0	0
<b>Putnam</b>						
Number	0	0	0	0	1	1
<b>Twiggs</b>						
Number	0	0	0	0	0	0
<b>Wilkinson</b>						
Number	0	0	0	0	0	0
<b>Middle Ga. Region</b>						
Number	0	0	0	2	2	4
<b>Georgia</b>						
Number	23	22	14	20	12	91

Source: Georgia State Highway Patrol, 2002

**Appendix 17a  
Pedestrian in Crashes  
1998-2002**

<b>County</b>	<b>1998</b>	<b>1999**</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>1998-2002</b>
<b>Baldwin</b>						
Number	15	15	5	9	16	60
Rate*	5.9	5.8	***	***	5.4	4.4
<b>Bibb</b>						
Number	73	61	86	78	70	368
Rate*	6.6	5.6	8.0	7.2	6.1	6.7
<b>Crawford</b>						
Number	0	0	1	2	0	3
Rate*	***	***	***	***	***	***
<b>Houston</b>						
Number	15	18	32	22	29	116
Rate*	2.0	2.3	4.0	2.6	3.3	2.8
<b>Jones</b>						
Number	2	2	0	3	2	9
Rate*	***	***	***	***	***	***
<b>Monroe</b>						
Number	1	3	6	0	3	13
Rate*	***	***	***	***	***	1.7
<b>Peach</b>						
Number	5	5	10	3	5	28
Rate*	***	***	5.7	***	***	3.1
<b>Pulaski</b>						
Number	1	0	2	0	0	3
Rate*	***	***	***	***	***	***
<b>Putnam</b>						
Number	7	2	5	3	3	20
Rate*	***	***	***	***	***	3
<b>Twiggs</b>						
Number	1	0	5	0	0	6
Rate*	***	***	***	***	***	***
<b>Wilkinson</b>						
Number	0	1	3	0	2	6
Rate*	***	***	***	***	***	***
<b>Georgia</b>						
Number	2762	2537	2482	2552	2561	12894
Rate*	5.0	4.5	4.3	4.2	3.9	4.3

\*Per 10,000 Licensed Drivers

\*\*Not all paper crash report documents could be recovered for 1999 so this figure is assumed to be lower than the actual count.

\*\*\*Rate not calculated for less than 10

Source: Georgia State Highway Patrol, CASI Report, 2002

**Appendix 17b  
Pedestrians Injured  
1998-2002**

<b>County</b>	<b>1998</b>	<b>1999**</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>1998-2002</b>
<b>Baldwin</b>						
Number	13	14	4	8	12	51
Rate*	5.1	5.4	***	***	4.1	3.8
<b>Bibb</b>						
Number	63	54	71	68	63	319
Rate*	5.7	5.0	6.6	6.3	5.5	5.8
<b>Crawford</b>						
Number	0	0	0	2	0	2
Rate*	***	***	***	***	***	***
<b>Houston</b>						
Number	13	14	25	19	24	95
Rate*	1.7	1.8	3.1	2.3	2.7	2.3
<b>Jones</b>						
Number	1	2	0	3	2	8
Rate*	***	***	***	***	***	***
<b>Monroe</b>						
Number	1	2	3	0	3	9
Rate*	***	***	***	***	***	***
<b>Peach</b>						
Number	5	4	7	3	4	23
Rate*	***	***	***	***	***	2.5
<b>Pulaski</b>						
Number	0	0	1	0	0	1
Rate*	***	***	***	***	***	***
<b>Putnam</b>						
Number	6	2	4	3	2	17
Rate*	***	***	***	***	***	2.6
<b>Twiggs</b>						
Number	1	0	5	0	0	6
Rate*	***	***	***	***	***	***
<b>Wilkinson</b>						
Number	0	1	1	0	2	4
Rate*	***	***	***	***	***	***
<b>Georgia</b>						
Number	2315	2149	2066	2146	2118	10794
Rate*	4.2	3.8	3.6	3.5	3.2	3.6

\*Per 10,000 Licensed Drivers

\*\*Not all paper crash report documents could be recovered for 1999 so this figure is assumed to be lower than the actual count.

\*\*\*Rate not calculated for less than 10

Source: Georgia State Highway Patrol, CASI Report, 2002

**Appendix 17c  
Pedestrian Fatalities  
1998-2002**

<b>County</b>	<b>1998</b>	<b>1999**</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>1998-2002</b>
<b>Baldwin</b>						
Number	0	1	1	0	0	2
Rate*	***	***	***	***	***	***
<b>Bibb</b>						
Number	6	2	6	5	3	22
Rate*	***	***	***	***	***	0.40
<b>Crawford</b>						
Number	0	0	1	0	0	1
Rate*	***	***	***	***	***	***
<b>Houston</b>						
Number	0	1	2	2	3	8
Rate*	**	***	***	***	***	***
<b>Jones</b>						
Number	1	0	0	0	0	1
Rate*	***	***	***	***	***	***
<b>Monroe</b>						
Number	0	1	2	0	0	3
Rate*	***	***	***	***	***	***
<b>Peach</b>						
Number	0	0	2	0	1	3
Rate*	***	***	***	***	***	***
<b>Pulaski</b>						
Number	1	0	1	0	0	2
Rate*	***	***	***	***	***	***
<b>Putnam</b>						
Number	0	0	1	0	1	2
Rate*	***	***	***	***	***	2.6
<b>Twiggs</b>						
Number	0	0	0	0	0	0
Rate*	***	***	***	***	***	***
<b>Wilkinson</b>						
Number	0	0	1	0	0	1
Rate*	***	***	***	***	***	***
<b>Georgia</b>						
Number	167	159	139	158	166	789
Rate*	0.30	0.28	0.24	0.26	0.25	0.27

\*Per 10,000 Licensed Drivers

\*\*Not all paper crash report documents could be recovered for 1999 so this figure is assumed to be lower than the actual count.

\*\*\*Rate not calculated for less than 10

Source: Georgia State Highway Patrol, CASI Report, 2002

Appendix 18  
Motor Vehicle Crashes  
1998-2002

County	1998	1999**	2000	2001	2002	1998-2002
<b>Baldwin</b>						
Number	2014	1821	1933	1991	1935	9694
Rate*	794.6	702.6	729.2	714.8	658.5	719.9***
<b>Bibb</b>						
Number	6896	7573	6677	7985	7775	36906
Rate*	626.2	696.5	619.1	734.0	681.5	671.5***
<b>Crawford</b>						
Number	38	33	34	38	30	173
Rate*	63.3	52.1	52.7	51.4	37.6	51.4***
<b>Houston</b>						
Number	2601	3006	3323	3622	3798	16350
Rate*	338.3	380.0	412.8	431.6	425.9	397.7***
<b>Jones</b>						
Number	696	619	686	729	780	3510
Rate*	521.3	416.4	433.1	405.3	396.3	434.5***
<b>Monroe</b>						
Number	910	806	802	811	945	4274
Rate*	665.0	648.6	521.4	481.4	520.0	547.3***
<b>Peach</b>						
Number	762	709	832	809	895	4007
Rate*	464.4	414.9	476.4	423.5	431.6	442.2***
<b>Pulaski</b>						
Number	117	92	142	117	125	593
Rate*	192.1	146.3	222.8	177.2	176.9	183.1***
<b>Putnam</b>						
Number	659	668	701	649	711	3388
Rate*	569.2	539.8	538.1	457.4	463.6	513.6***
<b>Twiggs</b>						
Number	270	269	287	262	262	1350
Rate*	451.7	415.3	425.0	345.8	319.4	391.4***
<b>Wilkinson</b>						
Number	125	212	224	177	203	941
Rate*	164.4	286.4	303.9	228.5	247.4	266.1***
<b>Georgia</b>						
Number	306591	299646	309768	317768	327774	1561630
Rate*	555.4	526.8	534.8	517.7	498.6	526.7***

\*Per 10,000 Licensed Drivers

\*\*Not all paper crash report documents could be recovered for 1999 so this figure is assumed to be lower than the actual count.

\*\*\*Average Rate from 1998-2002

Source: Georgia Department of Motor Vehicle Safety, CASI Report, 2002

Appendix 19  
Bicycle/Pedestrian  
Crash Analysis 1998-2002

<b>Bibb, Houston, Baldwin, Putnam</b>				
	<b>Pedestrians</b>		<b>Bicyclists</b>	
	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>
<b>Total persons</b>	564		230	
<b>Male</b>	370	65.6	195	84.78
<b>Female</b>	194	34.4	35	15.22
<b>Total</b>	564	100	230	100
<b>Road of Occurrence</b>				
<b>Interstate</b>	16	2.84	2	0.87
<b>State Route</b>	112	19.86	35	15.22
<b>County Route</b>	70	12.41	37	16.09
<b>City Street</b>	366	64.89	156	67.83
<b>Total</b>	564	100	230	100
<b>Age</b>				
<b>0-4</b>	44	7.8	1	0.43
<b>5-9</b>	57	10.11	33	14.35
<b>10-14</b>	54	9.57	58	25.22
<b>15-19</b>	60	10.64	26	11.3
<b>20-24</b>	44	7.8	11	4.78
<b>25-34</b>	64	11.35	20	8.7
<b>35-44</b>	74	13.12	27	11.74
<b>45-54</b>	61	10.82	16	6.96
<b>55-64</b>	21	3.72	4	1.74
<b>Over 64</b>	35	6.21	2	0.87
<b>Unknown</b>	50	8.87	32	13.91
<b>Total</b>	564	100	230	100
<b>Inside City</b>	471	83.51	184	80
<b>Outside City</b>	93	16.49	46	20
<b>Total</b>	564	100	230	100
<b>Light Conditions</b>				
<b>Day</b>	322	57.09	189	82.17
<b>Dusk</b>	21	3.72	8	3.48
<b>Dawn</b>	8	1.42	1	0.43
<b>Dark, Lighted</b>	100	17.73	12	5.22
<b>Dark, Not Lighted</b>	113	20.04	20	8.7
<b>Total</b>	564	100	230	100
<b>Weather</b>				
<b>Clear</b>	427	75.71	184	80
<b>Cloudy</b>	92	16.31	37	16.09
<b>Rain</b>	39	6.91	9	3.91
<b>Snow</b>	0	0	0	0
<b>Sleet</b>	0	0	0	0
<b>Fog</b>	3	0.53	0	0

**Appendix 19**  
**Bicycle/Pedestrian**  
**Crash Analysis 1998-2002**

Other	3	0.53	0	0
<b>Total</b>	<b>564</b>	<b>100</b>	<b>230</b>	<b>100</b>
<b>Location of impact</b>				
On Roadway	515	91.31	217	94.35
On Shoulder	31	5.5	7	3.04
Off Roadway	11	1.95	5	2.17
Median	2	0.35	1	0.43
Ramp	2	0.35	0	0
Gore	3	0.53	0	0
<b>Total</b>	<b>564</b>	<b>100</b>	<b>230</b>	<b>100</b>
<b>Pedestrian Maneuver</b>				
Crossing Not at intersection	259	45.92		
Crossing At intersection	41	7.27		
Walking Against traffic	32	5.67		
Walking Against traffic	15	2.66		
Pushing or Working on Vehicle	8	1.42		
Other working in roadway	8	1.42		
Playing in road	25	4.43		
Standing in Roadway	42	7.45		
Off Roadway	18	3.19		
Other	116	20.57		
<b>Total</b>	<b>564</b>	<b>100</b>		
<b>Vehicle Maneuver</b>				
Turning Left			17	7.39
Turning Right			14	6.09
Making U-turn			1	0.43
Stopped			1	0.43
Straight			162	70.43
Changing Lanes			10	4.35
Backing			1	0.43
Parked			0	0
Passing			1	0.43
Maneuvering a Curve			9	3.91
Entering/Leaving Parking			5	2.17
Entering/Leaving Driveway			9	3.91
<b>Total</b>			<b>230</b>	<b>100</b>

Source: Georgia Department of Motor Vehicle Safety